PACIFIC PATROL
NO. 5 SQUADRON IN NORTH ASIA

AERIAL ACTION AT TAURANGA

LEADERSHIP – SIR RICHARD BOLT
For a small Air Force we achieve a lot. As I mentioned during my recent ‘Town Hall’ meetings around the Air Force, despite the current aircraft fleet constraints, the number of successful tasks and training activities that we complete is impressive. This success is achieved because of the high quality people in our organisation; people who are well trained, professional and ‘achievers’.

In this First Word I want to focus on one important area of our capability that is instrumental in the successful conduct of our operational activities—at home and abroad—and that is our expeditionary support capability, resident primarily in No 209 Squadron.

While 209 Squadron’s focus is on directly supporting RNZAF expeditionary capability, indirectly they also provide support to other NZDF elements by enabling the full range of RNZAF operational capabilities to support delivery of the NZDF’s joint effects.

No. 209 Squadron is an amalgam of functions comprising elements that deliver Force Protection, Air Movements, tactical CIS, Aviation Fuel, and survival training services, as well as assisting in the provision of our Aeromedical Evacuation capability. This mix of capabilities underpins the responsiveness and agility inherent in effective military air operations and ensures that the RNZAF is capable of rapid deployment and operational sustainment, anywhere in the world.

While 209 Squadron’s focus is on directly supporting RNZAF expeditionary capability, indirectly they also provide support to other NZDF elements by enabling the full range of RNZAF operational capabilities to support delivery of the NZDF’s joint effects. That’s why you will see 209 Squadron personnel popping up in all sorts of locations around the world where the NZDF is deployed.

What is important about the expeditionary support role is the ‘air-mindedness’ of the people who make up the various trade groups. Their roles relate directly to getting aircraft safely into the air to undertake their missions effectively, and then carrying out post-mission tasks. Whether it be providing a secure operating environment, ensuring the safe loading of aircraft, enabling reliable and secure communications between air and ground stations, delivering uncontaminated fuel to the aircraft, ensuring our aircrew are prepared for survival situations, or assisting aeromedical evacuations, our expeditionary support capability is an integral part of ensuring the RNZAF can deliver the outputs expected of us.

So next time you are around one of our base operating areas, take some time to observe the myriad of activities going on to provide these expeditionary support functions. They will reinforce for you the complexity of modern air power. You will also see just one more part of the professionalism and teamwork that is going on every day around our Air Force, and how that contributes to the RNZAF providing the air dimension of the NZDF’s joint effects.
H • MNZS TE MANA departed Devonport Naval Base on 12 August on her way to counter-piracy operations in the Gulf of Aden. The frigate will join a multi-national maritime security task force by December this year, specifically focusing on counter-piracy operations. The ship’s presence will act as deterrence to individuals attempting acts of piracy in the region.

The seven month mission also includes an intensive training period with elements of the ADF, and participation at the RAN’s Centenary International Fleet Review in Sydney in October.

CDR Shane Arndell said “Sending HMNZS TE MANA half way around the world is part of a global effort and shows New Zealand as an international citizen, playing our part. Through the presence of warships in the area the acts of piracy have dropped over the last few years and we are proud to be a part of that.”

The ship will remain involved in the operation over the Christmas and New Year period and return home in March 2014.

To see a video of TE MANA preparing for deployment check out http://www.youtube.com/watch?v=4iu0WNvMw1w&feature=c4-overview&list=UUx04Wugjobst59tis9Wnde3qA

F • The week ending 02 August saw the A109 LUH (NZ) fleet clock up its 1000th hour of flying.

The five A109s operated by the Helicopter Transition Unit at Ohakea are currently conducting trials and development flying as well as supporting conversion courses for pilots and helicopter crewmen.

The Antonov An124 at Ohakea; packs of parts and stores for the NH90s are being unloaded
The Air Force provided support to a delegation led by Prime Minister John Key, when they flew to the Solomon Islands on 26 July to meet with other leaders from the Pacific Islands Forum. The Pacific Islands Forum delegations were guests of the Solomon Islands government which was marking the tenth anniversary of the Regional Assistance Mission to the Solomon Islands (RAMSI), and was also recognising the success of RAMSI in assisting Solomon Islands.

A Joint loading trial was successfully carried out on 22 July of the Navy’s Rapid Environmental Assessment Boat (REA) TARAPUNGA into the cargo hold of a C-130H(NZ) Hercules at Base Auckland. The two new multi-role REA boats are designed to be air- or sea-lifted or road-transported to remote areas where environmental assessments or other in-shore operations may need to be carried out. The photo shows the REA being winched onboard the Hercules.

No. 5 Sqn P-3K2 Orion NZ4204 conducted a drop of a Minimum Aid Delivery Device (MADD), as a part of Air Ordnance training recently in mid-July. The MADD is used to drop survival aids to a survivor on land or in the water if they do not require a life raft. These aids within the MADD can include radios, beacons, flares, medical aid, water, or food.

Welcome, and well done, to the 23 officer cadets who completed their Initial Officer Training Course on 18 July. Uncharacteristically Woodbourne was rainy as a storm front crossed the country; however, from the smiles on the faces of the graduates, their spirits were not dampened. The graduation parade was reviewed by Air Commodore Steve Moore, and watched by family and friends of the graduates, and base personnel.

The Prime Minister and his party disembark at Honiara
**By No. 5 Sqn Personnel**

How do you sum up a deployment that takes you through seven countries, including two of the most amazing cities in the world, in five weeks? After their return from Ex ROKKIWI, Air Force News asked No.5 Squadron personnel to look back on the first international test of their newly upgraded P-3K2 Orion.

We achieved a lot during our month away, deploying with the P-3K2 for the first time, conducting ASW Trials and Development and Maritime Surveillance. But our lasting memories are the personal ones that came from operating with and alongside the people of the ROKN, JMSDF and USN.

During the deployment we flew two IRON SEA patrols from Penang, Malaysia—it proved to be a good opportunity to continue our Trials and Development.

Following our week in Malaysia we were thrust into the tension (from across the border) that they live with every day in South Korea. Our visit to the De-Militarized Zone between North and South Korea introduced us to a strange world—walking in the tunnels dug by the North to breach into the South is something we’ll always remember.

In Pohang the atmosphere was very different. We were met with a very warm welcome, which remained throughout our stay. Talking with my Air Ordnance counterparts from the ROKN revealed how very similar we are, not just in how we operate, but as individuals, despite very different backgrounds.

Once we reached the ROK Navy’s air base at Pohang, we flew:
- 1 x VIP area familiarisation,
- 3 x ASW against simulated targets, with one ROKN P3C/CK
- 2 x ASW against ROKN submarine CHOI MUSEON (a Type 209).

A Korean P-3C and a USN P-3C (from VP-26) participated for the two sorties against the ‘live’ submarine. It was great to give our K2 a proper workout against actual naval vessels. This was the first time the P-3K2 had deployed on exercise and it provided a great opportunity to continue the optimisation of our sensors and the development of tactics and procedures as part of the Introduction to Service process.

The professional highlight was making all the flights we had scheduled and seeing our aircraft compared to those in USN and ROKN service. The interaction with the Koreans was very good; we saw their equipment and procedures in operation. And it was good to have the US Navy also attend part of the exercise.
From the Armament perspective, the highlight was working alongside a professional force who live under a constant threat of conflict. Their militarised posture is evident from the armed guards on the main gate, all the way out to the flight line where aircraft sit loaded with weapons, ready to react to whatever the North can throw at them. However, the attitudes of the maintainers on the ground seem to belie this threat. While their country is poised to fight, the people are cheery, friendly, curious, and helpful.

In any deployment, there is usually a bit of negotiating in order to obtain everything the team needs to operate. But we soon learnt that poor verbal communication can quickly be overcome through liberal dishing-out of squadron memorabilia!

The two weeks at Pohang in the ‘land of smiles’ were a highlight. With our P-3K2 under the spotlight, the team performed extraordinarily well to ensure the aircraft never missed a flight. We needed charades to cross the language barrier, but that proved not too much of an issue. The days were long, the weather was hot, but the beer after work was cold and our team unsurpassed! I am very grateful for the experience and this deployment should be on everyone’s trip wish-list.

The ROK was an extremely interesting place to visit; it’s always good to get to see and interact with people of another nation up close and personal on their own turf. It gives you a better perspective on life. I have always enjoyed learning of others’ traditions and customs. They did a great job on hosting, even with the communication difficulties.

EX ROKKIWI highlighted to us all the importance of the Korea/New Zealand partnership. Korean hospitality was fantastic—from the cultural tour to the final night Gangnam dance-off, the Koreans were excellent hosts. Our team was looked after very well, enabling ROKKIWI 2013 to be very successful.

*Keitou Kalawaca Na Wasaliwa. The motto of No. 5 Sqn was adopted when the Squadron was based at Lathaula Bay in Fiji during the Pacific campaign of WWII.*

**JAPAN**

We were looked after equally well by both the Japanese and the Americans while in Tokyo and Okinawa. In Japan we conducted briefings and tactical discussions with both the JMSDF and USN with a single demonstration sortie flown for six JMSDF personnel.

The similarities between servicemen was further confirmed once we arrived in Japan and we again had the chance to talk and joke around with our counterparts in the JMSDF. Great people!

We all love travelling to new places, and Tokyo was a highlight. In our very short visit we tried to see and do as much as we could in this amazing city and we did pretty well thanks to the efficiency of their public transport system (once you figure out how to use it properly...) It’s a must-do for those yet to go—and don’t forget to head to Roppongi for some Karaoke!

Some of the Kiwis during a visit to the Chief Temple of the Judo-Buddhist sect Zojoji; Tokyo Tower is in the background.

Above: The No. 5 Sqn group are shown a new Kawasaki P-1 maritime patrol aircraft which is a unique Japanese design that has just been delivered to the JMSDF. Several readers pointed out AFN’s mistake on page 3 of the August issue when a P-1 was mis-identified as a P-8; AFN regrets the error.
**THE UN CEMETERY, SOUTH KOREA**

The RNZAF had two major off-duty commitments: visiting some special-needs children, and a ceremony at the UN Cemetery in Busan.

The obvious gratitude of the Korean people towards New Zealand and New Zealand’s sacrifices was clear during the team’s visit to the UN Cemetery at Busan. Here, in beautifully kept grounds, lie the New Zealanders who fell in the Korean War, and the team’s attendance at the memorial service was obviously appreciated by Korean officials and locals alike. The Koreans have never forgotten New Zealand’s sacrifice on their behalf, and so these visits have special importance to ensure we remember this also.

A personal highlight for many was the UN Cemetery tour, with the US Navy and ROK Navy. It was really good to be there for the ceremony when we all paid tribute to our New Zealand soldiers.

**OKINAWA AND GUAM**

We were well hosted once again towards the end of our trip in Okinawa by our American friends from VP-26 of the USN and in Guam by the US Coast Guard. We conducted briefs and discussions with the Americans. Flying alongside the USN in Korea, then meeting up with them in Okinawa meant it is wonderful to see that relationship returning.

In Guam we undertook discussions with personnel from the US Coast Guard about fisheries protection and the border protection operations they conduct in the Pacific. The final phase, to Samoa for some Pacific EEZ patrols, proved a welcome relief from the summer heat up north, and it was good to be back in our ‘home patch’ of the South Pacific.

While the whole schedule was busy, the hospitality shown to us by the Koreans, Japanese and Americans was nothing short of amazing—we were really looked after. Konbe, Kampai and Cheers! 🍻
Thirty New Zealand veterans who served in the Korean War attended commemorations in the Republic of Korea to mark the 60th anniversary of the Korean War Armistice in July. The veterans, aged between 73 and 88 travelled to the Republic of Korea as part of the official delegation, which was led by Veterans’ Affairs Minister, Hon Michael Woodhouse.

THE NZ DELEGATION
- attended an Anzac service on 26 July in Kapyong,
- an ROK official commemoration at the National War Memorial in Seoul on 27 July,
- a Combined Nations’ Service at the UN Memorial Cemetery Korea at Busan, followed by
- a New Zealand National Service at New Zealand’s National Memorial in the UN cemetery, on 28 July.

During the seven years of New Zealand’s active involvement in Korea between 1950 and 1957, some 4700 personnel served in K-force, with a further 1300 serving in RNZN frigates. Forty-five men lost their lives, 79 personnel were wounded and one member of K-force was taken prisoner and held in North Korea for eighteen months.

Napier ATC Cadet SGT James Hammond from 13 Squadron, Napier was selected as one of four NZCF cadets to travel with the New Zealand contingent. Cameron Pilkinton was the other ATC cadet.

CDT SGT Hammond had the task of reading out the Role of Honour at the New Zealand commemoration service in Busan on July 28 and laying a wreath at another service. The 17 year-old from Colenso College Napier said although he did not have a family member who had fought in the war he still felt a strong tie to the 29 veterans who returned to the Republic for the commemorations.

“My link would be as a New Zealander who admires those who fought for what was right. Talking to the veterans about their times in the war, or their life in general, was really interesting. It made me feel honoured to be a Kiwi. The good name that the veterans made for us should live on, and continue to be recognised.”

SGT Hammond says he was very moved by the emotion shown by some of the veterans at the commemoration services. “It was great how the veterans had a great sense of humour too, and always made me laugh.”

SGT Hammond said the biggest highlight of the trip was having the privilege of reading the Roll of Honour. “It was a huge honour to do so, and I won’t forget it.”

The official party departed Whenuapai on 23 July in a B757 of No. 40 Sqn, and the group returned on 01 August.
The smell of avgas wafts through Tauranga Airport as I prepare for an unlikely journey to take flight with a Royal New Zealand Air Force pilot. The sun beats down as I wait (with my photographer) next to a camouflaged tent set up as part of the RNZAF training camp. Heavy blades of a helicopter can be heard metres away, positioning itself in preparation for an Open Day, offering people a glimpse into Air Force life. The RNZAF has arrived as part of an annual training camp away from its Ohakea base. This year, it’s Tauranga’s turn.

We are geared up in camouflage jumpsuits, helmets, boots and life preservers (known as Mae Wests because once on, the wearer resembles a well-endowed 1930s film star.) We are instructed in the ‘dos’ and ‘do nots’—don’t pull the parachute unless you really need to, do make sure your foldable sick bag is easily accessible in a hurry. Then I head out to the plane—a bright yellow Airtrainer tagged with the RNZAF kiwi and the number 93.

Once I take my seat in the cockpit I’m confronted with a wall of gauges, switches, knobs, lights and buttons. To my left, FLTLT Nick Dawson speaks the language of aviation, peppered with communicado from the Tauranga Airport control tower.

The pilots will spend the week pushing their aircraft to the limit; Nick smiles and explains we’ll be doing exactly that on our trip. Visor down, he continues running through a verbal checklist before we take off.

From the air, Mt Maunganui and Matakana Island frame the glistening Tauranga Harbour. Soon we are experiencing a complete 360 degree view of this beautiful city.

Nick asks if I’ve ever flown a plane before. I hadn’t, but I take on coaching in how the foot pedals and joystick work. Nick tells me to repeat “I have control” when I’m ready to officially take over the flight.

“I have control.” My left foot pushes
Exercise Wise Owl

Tauranga skies were filled with RNZAF aircraft from 01-08 August, as up-and-coming pilots trained up to gain their Wings. Exercise WISE OWL 97 aimed to teach nine Air Force and Navy trainee pilots how to operate from a location remote from the comforts and conveniences of RNZAF Base Ohakea.

The Air Force held an open day to give people a chance to meet with personnel and have a look at aircraft up close, including the new NH90 and A109 helicopters.

The pilots began pursuing their RNZAF Wings in January this year and the Tauranga leg of their training was to help them hone their fixed-wing and formation flying skills. The supporting Air Force staff also used the camp to polish up their skills in force protection and operational communications.

Firm on the pedals and we veer left. I pull right on the joystick and we bank toward the coastline. I push forward and that coastline gradually comes closer through the clear canopy before we rise up again.

Nick takes back control and asks if I’m ready to go ‘loop de loop’.

The Papamoa coastline disappears and all I can see is sky. Then the G force hits. Invisible pressure pushes and squeezes my head and shoulders back into the seat I’m sitting on. Nick reminds me to look up and as I do, the coastline reappears in my vision, upside down. My arms tingle and my stomach has evaporated. Goosebumps prickle my skin and I’m suddenly hot. I can see how easy it could be for people to feel ill, but all I feel is exhilarated. I give Nick the thumbs up for the next move!

The horizon of houses and Papamoa Beach spin, as we complete barrel rolls and wing overs. My body falls but is held firmly in place by a five-point harness—a contraption I initially thought of as a bit over-the-top when being geared up.

“Now I get it,” I tell myself.

I get an official nod of approval that I haven’t thrown up. Nick says there are a lot of would be pilots who embark on the RNZAF training but struggle to deal with the nausea that often comes from performing such manoeuvres.

“But we give them these little things to put behind their ears, that usually does the trick.”

Nick says it’s important to learn how to move the plane in aerobatics because the skills learned could be called upon to help defend the country.

We glide over toward Tauranga city and line up with the Harbour Bridge before coming down to land. The canopy comes up and my life as a would-be pilot comes to an end.

With thanks to Bay of Plenty Times.
Multi-national Exercise

With a hostile ‘Kamarian’ invasion of a fictional Coral Sea nation, a United States and Australian Combined Task Force, consisting of a USN Carrier Strike Group and Combined Amphibious Task Group (ATG) stood poised off the coast in preparation for a Peace Enforcement operation to remove the invading forces and restore peace and stability. This was the scenario facing participants of Exercise TALISMAN SABRE 13, a biennial US-led, Australian-supported exercise focusing on the planning and conduct of a mid-intensity conventional war fighting campaign.

Over 28,000 personnel from the two countries, along with a vast array of air, sea and land assets, were involved in the three-week exercise, which tested the interoperability of both the US 7th Fleet and the Australian Deployable Joint Headquarters. As well, the exercise developed the foundation war-fighting skills of all the attached and supporting elements.

Twelve NZDF personnel were invited to observe/participate in the exercise, both for professional development and also to scope out opportunities for possible NZDF participation in a future TALISMAN SABRE exercise. While the other RNZAF participants had to suffer the discomfort of spending their exercise at the CAOC [Combined Air Operations Centre] in Hawaii, in true rotary-wing style I scored a ticket to the ‘front line’, attached to the 5 Aviation Regiment amphibious embarked element. As the exercise progressed I moved to the tactical operations staff of 16 Aviation Brigade ’Battle Group Pegasus’ Headquarters on land—cue cam paint and hoochies! Consequently, I was able to participate in two quite distinct but complementary phases of the exercise, as it unfolded throughout Australia’s Shoalwater Bay Training Area.

My initial 10 days was spent embarked on the Amphibious Support Ship HMAS CHOULES, a 16,000 tonne Landing Ship Dock (LSD), which was the primary RAN contribution to the ATG. While focusing on the rotary wing aspects of the amphibious operations, I was also given the opportunity to observe the wider ATG mission planning and preparation, building up to the start of the main Amphibious Assault.

The Amphibious Assault consisted of a company-level assault by landing craft and helicopters, to secure a vital beachhead. A concurrent airborne assault (with 400 paratroopers flown non-stop from Alaska no-less) secured an airfield inland.

With the main assembly areas secured, I too disembarked and joined up with Battle Group Pegasus at their airfield Forward Operating Base. The conflict intensified over the following week, with several Infantry and Armoured Cavalry Regiments working to systematically defeat and clear enemy forces, supported at times by large scale airmobile operations (involving dozens of Blackhawk, MRH-90, Chinook and Tiger helicopters). With this aim progressively achieved the conditions were then finally set for transition to a notional UN-led Stability and Security Operation (SASO).

Overall this was an extremely large scale, dynamic and, at times, high-tempo exercise, which offered a wide range of amphibious and conventional combat training. Future iterations of TALISMAN SABRE will hopefully provide the NZDF greater opportunities to participate and enhance our own interoperability within a Combined Task Force environment.

By SQNLDR Ben Pryor
The recent humanitarian support deployment to the Solomon Islands meant that CANTERBURY’s flight crew and flight deck party were busy. There were 163 helo sorties in total: 138 by the French Puma, and 25 by our Seasprite. The two aircraft carried total loads of 64,367kg (Puma) and 8,525kg (SH-2G) ashore to support the extensive civil aid effort.

WO John Gibbs said, “The big thing with this ship is that you see real collaboration, with us all working for the NZDF—the team effort really comes across, with SALT [Ship’s Amphibious Loading Team—an Army-staffed element on board] working alongside flight crews, alongside sailors.”

INTERNATIONAL INTEROPERABILITY

Exercise TALISMAN SABRE took place during 15 July – 5 August and was designed to improve training and interoperability between Australian and United States military forces and other government agencies. The exercise aimed to cover the spectrum of military operations from conventional conflict to peacekeeping and humanitarian assistance. The participating units operated in and over the Coral Sea and military training areas in central and northern Queensland.

A series of live-fire activities involved ADF personnel and naval, land and air assets, along with US personnel and assets. The full range of air power capabilities was practised, including US Air Force B-52H Stratofortress aircraft, which flew long-range missions controlled from a CAOC in Pacific Command HQ in Hawaii.

A USAF C-17 drops paratroops into Queensland, during Exercise TALISMAN SABRE. Photo: ADF

An MV-22 Osprey of Marine Medium Tiltrotor Squadron (VMM) 265 launches from the USS BONHOMME RICHARD

HMAS CHOULES in Sydney. Photo: RAN

PACIFIC PARTNERSHIP: AIR OPERATIONS FROM CANTERBURY

The French Puma lifts another load from CANTERBURY on 31 July during PACIFIC PARTNERSHIP in Solomon Islands. Note the rotor-tip vortices in the humid air. Photo: NZDF
Three of our new NH90 helicopters were put through their paces as part of an intensive flying training programme around Waiouru from 22–26 July.

“The exercise was to test our ability to deploy in a more austere environment, away from the comfort of home base at Ohakea,” said SQNLDR Chris Andrew, commander for the exercise, based at Waiouru Military Camp. “It was an opportunity to train and test the aircraft and crew skills in a relatively controlled environment, undertake some intensive flying, and work closely with the NZ Army.”

Three NH90s and two A109s, crew, and maintenance staff deployed to Waiouru from Ohakea, totalling some 90 Air Force personnel. A further thirty Army personnel from Queen Alexandra’s Mounted Rifles also participated in the exercise. It was the first time that the NH90 had carried NZ Army soldiers fully equipped with packs and weapons. It was also the first time formation low-level flying had been undertaken away from Ohakea, which is a significant milestone in the training and testing of the aircraft and crew.

The current focus is on completing Operational Test and Evaluation duties to support the range of capabilities, some of which have already been released into service. Crew training and the maintenance of aircrew flying skills are also being conducted.

The A109 Light Utility Helicopters trained alongside the NH90s as part of its OT&E for introduction into service, and to test its ability to deploy.
SQNLDR Chris Andrew

**FLYING HIGH WITH THE AIR FORCE**

SQNLDR Chris Andrew is a pilot and qualified flying instructor with the Helicopter Transition Unit (HTU) at Ohakea and commanded the Waiouru exercise. SQNLDR Andrew transitioned from being part of the advanced acquisition team for the NH90s, who oversaw the construction and delivery of the helicopters in France, to training the RNZAF crews who now fly the NH90 in New Zealand.

“I joined the Air Force back in 1994 because I loved aircraft and that hasn’t changed. I was deployed to France for three years. It was a wonderful experience living and working in Marseille with my family. I went there as part of the advanced Defence Acquisition Team and I was involved in the initial test flying of the NH90.”

SQNLDR Andrew has flown a number of aircraft including the CT4 Airtrainer, Aermacchi, Iroquois and the NH90. He has deployed to various countries on exercises and operations, including Bougainville, East Timor and Antarctica.

“It’s exciting to be flying state-of-the-art aircraft. The NH90 is faster, bigger, and better than the Iroquois. It’s easier to fly, but harder to operate,” he said, “Hence the need for our step-by-step operational trials and evaluation.”

**SGT Ben Fraser**

**IN THE AIR AT EVERY OPPORTUNITY**

Taking part in the intensive flying training at Waiouru was SGT Ben Fraser. He joined the Air Force in 1997 as an aircraft technician and is now a Helicopter Crewman (HCM) on the NH90.

“I spent a couple of years maintaining Skyhawks and then four years maintaining Hueys before retraining as an HCM in 2005,” said SGT Fraser. “It’s been a great move for me. I really love flying. Getting airborne at first light on a freezing cold morning with the doors of the helicopter open—that’s one of my favourite things!”

“The NH90 is an amazing bit of kit. Its fast, smooth and it has a huge lifting capacity. Carrying troops is part of the training and preparation for deployment. A standard load of twelve fully equipped soldiers, with packs and weapons, can be carried on the aircraft, however up to 18 can be carried without packs. Making sure they are safe in flight and getting on and off the aircraft is the responsibility of the crewman.

“We are progressively working through each phase of the OT&E processes. It’s a crawl-walk-run process, starting easy, and progressively stepping up the difficulty of the flights and tasks in a controlled environment in readiness for deployment in New Zealand and overseas.

“It’s great to be able to go flying, to get in the air at every opportunity. It’s what I have always wanted to do since I was a wee tacker,” said SGT Fraser.
A 

ir Marshal Sir Richard Bolt agreed to an interview with Air Force News on the theme of leadership. In his Air Force career he led a wartime bomber crew (winning the DFC), commanded squadrons and was Chief of Air Staff (1974 – 1976) before assuming the highest position in our Defence Force, that of Chief of Defence Staff (1976-1980). At 90 years of age, Sir Richard remains alert and active; this article is based on an interview conducted in June 2013.

Flying has always been in Sir Richard’s blood; his father George Bolt, had been Instructor and Chief Pilot with the NZ Flying School in Kohimaramara, then in later life became Chief Engineer of TEAL (Tasman Empire Airways Ltd) when it flew Empire flying boats to Australia. Richard became an engineer apprentice with TEAL before joining the RNZAF in 1942. He gained his Wings at Wigram, qualified as an Instructor and was posted overseas in 1943.

THE WAR YEARS

I was just turning 20 when I arrived in the UK and underwent an interview to determine what branch of the RAF I would go into. I was very keen on speed and aerobatics which suggested fighters, but above all I wanted to fly big aircraft and lead a crew—and so I opted for Bomber Command. Many of those I had trained with at Wigram were already in this pipeline; it all took time and included a lengthy spell of operational training on Wellingtons.

Just after I turned 21 I qualified on the four-engined Halifax and was posted to my first operational squadron [No 51 Sqn RAF]. With my all-British crew we were soon to learn it was not just about operating our bomber, but dealing with the enemy. On my first operation we came home with some 50 shrapnel holes from flak—no-one was hurt, but it was close enough.

[Some time later] the Pathfinder Force were seeking volunteers and after consulting with my crew we decided to apply and were accepted. Conversion to the Lancaster took just four days and then it was on No.35 Sqn where we got to grips with finding aiming points in enemy territory and marking them accurately, by night or day.

Like almost all Bomber Command aircrew we had our share of incidents: near misses, a few moments of terror, night fighter attacks, and more flak. We were lucky to be among the 56% who survived it all, rather than the unlucky 44%. Even at that late stage of the war the German defences were still very good; they defended stubbornly and we were still losing people heavily.

A POST-WAR CAREER

There were many of us who thought of a possible peace-time career in the RNZAF, some of us were retained on short service commissions and assembled at Ohakea, where we flew everything in sight: Venturas, Hudsons, Ansons, Oxfords. I also had several flights in the Meteor jet fighter. I did have a training flight to Japan (and visited Hiroshima) then ferried one of the Mosquitoes out to New Zealand in 1947.

I came down with a serious illness—a wartime legacy. That illness was to interfere with my flying for some years. But after numerous staff duties and with some determination, I resumed full flying fitness and was appointed to command the reformed No. 40 Squadron in 1954.

The Squadron was equipped with the new Hastings transports [see p 38]. This was an important turning point for me, my first squadron command. It was a small unit but we flew world-wide; the only long range transport squadron of any Air Force in the Southern Hemisphere.

I was then given my first demanding leadership test when I was appointed to command ‘The Commonwealth Squadron’ in England, No. 24 Sqn RAF. [SqnLdr Bolt was CO from September 1955- February 1957]. This was a very large unit in the long range transport role: 240 ground crew, 30 aircrews [some 150
personnel] and 17 Hastings. As well as operating a full share of the RAF’s routine transport services, I had a VIP Flight, a Special Duties Flight, a detachment at Cyprus [a state of emergency was in force there] a detachment in South Australia to support the British A-bomb tests, and another at Christmas Island (south of Hawaii) for the setting up of the British H-bomb tests.

Altogether quite a challenge for a callow young Squadron Leader from down-under! I decided the only course was to get into everything in person, which I did—a busy lot of flying but a great experience. Our efforts were recognised with the award of the Berlin Gold Cup for the most efficient squadron in the command; very satisfying.

Back in New Zealand I undertook a range of flying, staff and command tasks; including being appointed Air and Defence representative in Canberra.

"my flying was glamorous, exciting, dangerous, but ‘building bridges’ was my main task as a leader."

The RAAF had completed re-equipment with new aircraft, while in New Zealand—under AVM Ian Morrison as CAS—we were also about to re-equip, C-130s and helicopters in particular. I was able to develop a very close relationship with the top RAAF team who provided a great deal of useful information that I conveyed to Wellington.

Looking back, AVM Morrison was very appreciative of that RAAF assistance. Ian Morrison was a fine leader and is rightly credited by many as virtually rebuilding the RNZAF during the 1960s. We shared a close friendship in our retirement years.

ABOUT LEADERSHIP

I long ago concluded that there is no magic formula for good leadership. There are many relevant factors of course, for good leaders to be very effective. Examples are my two top Bomber Command leaders.

I never saw or heard ‘Bomber’ Harris (CinC Bomber Command) in person; his only communications were brief messages which appeared on the squadron notice boards. But his image as leader was so strong that he had the universal respect of everyone in his command.

Of a totally different style was the young Australian Pathfinder leader, Donald Bennett [promoted AVM at age 33] a brilliant aviator who was incredibly active, seemed to know and remember almost everyone’s names and demanded always the highest standards. Bennett would typically appear at one of our briefings before an operation then fly his own Mosquito over Germany to witness the raid and be back at our de-briefing to question how it went.

Two very effective leaders of quite different kinds. There are of course some principles which are always relevant.

• If the leader has significant achievements to his name these should be widely known; the leader’s image is important.
• Making goals very clear to all under command is vital.
• Know, and remember, names as widely as possible. Face-to-face contact with those being led is always helpful.
• Of course the welfare of those led must always be of concern to the good leader.

I also learned that while authority and decision-making was vested in senior HQ officers, the real experts were usually those actually doing the job out in the field. So it is the staff officers’ job to go out to them, hear their problems, be convinced and then make their recommendations to the decision makers; all part of the overall leadership pattern.

LEADING FROM THE TOP

As Chief of Air Staff my main tasks were to get out in the field and speak with as many RNZAF personnel at all levels as I could, to ensure that everyone would know what we were aiming to do and why. In my case I had been aircrew and could talk to current aircrew; I had been to staff college, worked on a staff and could relate to staff officers; and I could talk to the lowliest ground crew—I had swept hangar floors as a TEAL apprentice.
Outside New Zealand, it was my task to build on the relationships we shared with the air forces of our closest friends and allies.

My appointment as CDS was a privilege and an opportunity to deal with a much wider challenge. My first need was to get myself fully aware of the needs and hopes of the Army and Navy. Then it was a matter of taking stock to see where I could be most useful.

I was fortunate with my Chiefs of Staff and we were a well-knit team and I believe I was able to offer sound advice to successive governments when required.

Similarly I had very close working relationships with two Defence Secretaries—first John Robertson, a most experienced and cooperative civil servant. Then Denis McLean—with very different but significant skills and from a foreign affairs background. Seldom a day passed in those years when the Secretary and I did not engage in close discussion on topical defence issues.

It soon became apparent that the most useful role I could fulfil would be in the development of relationships with our traditional friends, with SE Asian nations, the Pacific Island states and even others who had not always been on our side. As I saw it, it was a matter of building mutual trust, friendship and confidence, as well as exchanging information. I was fortunate to experience the ANZUS relationship at the peak of mutual trust and respect in those years.

I pursued this general course with some success, and with Prime Minister Muldoon’s approval I was able to make the first official defence visits to Indonesia and Germany, and to accept a formal visit from my opposite number in Japan.

RETIRED

It will surprise no-one to learn that I was disappointed with the consequences of our rather obsessive anti-nuclear stance in the mid-Eighties and, much later, with the abandonment of the RNZAF’s air strike capabilities. I have also been disappointed in the diminishing level of our defence budget. We live in an unstable and unpredictable world. It is an open question whether others see us as regarding defence and security as a lower priority than almost every other nation in the Asia-Pacific region.

But on a final and brighter note, the RNZAF gave me a very lucky and satisfying career and the very high quality personnel of today’s RNZAF, men and women—they will always have my support.

TAILPIECE

A final word on leadership would seem appropriate; my flying was glamorous, exciting, dangerous, but ‘building bridges’ was my main task as a leader.

The good leader communicates fully with those being led, and leads by example whenever possible. He (or she) uses his influence and skills to take his people with him in a direction of his own choosing towards goals, the achievement of which he believes to be in the best interests of those being led, his unit, his service and the wider defence organisation of which he is part. (I have used the word ‘his’ but of course the leader may well be a woman).

That was my perception and it worked well enough for me.

WARTIME MISSIONS RECOGNISED

I felt honoured to be awarded my Bomber Command clasp by CAF in person on 5 August. This recognition by the British government is of course more than 60 years too late but will bring some satisfaction for the thinning ranks of veterans who have waited so long. I don’t personally like the form of the Clasp very much, but a recognition it is and for the memories it evokes I will wear it with pride.
For the last five months CPL Nick McLean of Birkenhead has been the Computer and Information Systems (CIS) Technician for the NZDF contingent in the Regional Assistance Mission to the Solomon Islands (RAMSI).

On 24 July the former Northcote College student joined in the RAMSI 10th Anniversary celebrations, hosted by the Solomon Islands’ Government. Leaders from the Pacific Islands’ Forum nations, including Prime Minister John Key, gathered in Honiara to recognise the success of RAMSI in assisting to strengthen law, order and peace in the Solomon Islands.

“It’s great to see the progress that has been made over the 10 years that RAMSI has been helping here” said CPL McLean. “It is really satisfying to know that what we have been doing here is meaningful and has helped the people of the Solomon Islands. I know from the smiles on the faces of the children, that our contribution here has been worthwhile.”

RAMSI was set up 10 years ago to help maintain law and order and peace, following a period of civil unrest in the Solomon Islands. The progress made over the last 10 years means that the military component is now able to be withdrawn.

“For me, it has been great working closely with our Army and these guys in my contingent are like family now,” said CPL McLean. “The RAMSI Team has a real sense of purpose to it, and it is great to be able to put all the training the Air Force has given me to use in an operational setting. My first overseas operation took me to Afghanistan, and RAMSI is my second overseas operation.”

CPL McLean was looking forward to getting home and spending time with his family and partner Olivia, who is a primary school teacher. He also has an old Suzuki race bike that he rebuilt.

“I am looking forward to riding with the Auckland Motorcycle Club again, as well” said CPL McLean.

**RAMSI’S FUTURE**

‘Transition’ is the word used to describe RAMSI getting smaller and changing its focus with ongoing changes across the mission’s civil, military and policing components.

- From mid-2013, RAMSI will concentrate on continuing to build the capacity of the Royal Solomon Islands Police Force so that the RSIPF will have the training, equipment and skills needed to take the lead in maintaining order and addressing crime.
- RAMSI, Solomon Islands government and the Pacific Islands contributing nations have agreed to the withdrawal of the mission’s military component after July 2013.
- RAMSI is now discussing how development assistance currently conducted under the SIG-RAMSI Partnership Framework will evolve after mid-2013.

**By SQNLDR Tawhiao Coromandel, Air Force Communications and Media Advisor**

CPL McLean stands next to the newly opened playground gifted by NZ to the children of the Solomon Islands on the occasion of the 10th Anniversary of RAMSI.
No 32 Sqn (Borough of Feilding) ATC parade before their stall at the Community Market. See story page 35.

LAC Danny Freestone salutes during the Korean Armistice commemorations in South Korea.

FGOFF Ben Tingey is one of three NZDF staff assigned to UN Command, Korea. Here he is at the Joint Security Zone on the DMZ when the NZ veterans visited. See also page 9.

Air Component Commander AIRCDRE Mike Yardley visited Kadena Air Base in Japan; here he is with CDR Mark Sohaney, CO VP-26, CAPT Tony Hayes, the NZ Defence Attaché in Japan, CDR Bryan Worwick, Detachment OIC, and Ms Rebecca Adams, First Secretary, NZ Embassy.

CANTERBURY Flight of No. 6 Sqn went snorkelling at Halavo Bay, Tulagi Island, near Guadalcanal after PACIFIC PARTNERSHIP was completed in mid-August. Here LT/Vx Marais inspects the remains of some Japanese aircraft on the seabed. [More on this visit next month.]

The NZ Ambassador to the Republic of Korea, Patrick Rata, and Mayor of Pohang City, Mr Seung-Ho Park, were shown the flight deck of the RNZAF Orion at Pohang air station on 19 June.
Sergeants Alaric Ngawaka, Warren Reid and Joshua Jellyman of TE MANA Flight, as the frigate sailed for its current deployment on 12 August.

SQNLDR Susie Barns represented the RNZAF at Glasgow (Craigton) Cemetery on 25 July for the re-interment of recently discovered remains of SGT Malcolm Robertson, one of our WWII Spitfire pilots, who was killed in a crash in 1943.

Progress with the RNZAF Marae: renovation of the wharenui is at a point where, as can be seen, it is recognisable as a wharenui. The marae complex will be the tūrangawaewae (standing place) for all in the Air Force and the hub of the Māori cultural element of our RNZAF culture. (A full report next month.)

In April a team of Army and Air Force cyclists raced from Bluff to Picton as part of Cycling’s Tour of New Zealand [see AFN 148]. On 30 July The Fallen Heroes Trust Board were presented with a cheque for $12,024.00 from funds raised during the race. The Fallen Heroes Trust provides support to the families of service personnel killed or injured on operations overseas.

F/S Denis Spurdle was the Drum Major when the RNZAF Band played at the Korean Armistice commemoration in Wellington on 27 July.

Sgt Kelley Waite was awarded a Senior Commander’s Commendation in early August, by GPCAPT Webb, recognising her additional roles as a community events organiser and with the Base Women’s Development Group.
The status of my role as Command Warrant Officer, Operational Support (CWO OS) is as a member of the Operational Support Command executive whereby I operate as an advisor, and as such work across all units and levels of OS and Directorate of Corporate Support (DCS).

This is mainly focussed on non-commissioned Airmen and Airwomen, to clarify policy, communicate command intent and explain organisation strategy, including the implications of this on the operational and tactical levels of command.

I am conscious we must not forget to include our commissioned personnel in this communication stream, particularly those junior officers who are entrusted with command leadership roles early in their career whereby some sound advice occasionally will assist their development.

My task includes the responsibility of presenting to command, any matters or issues raised by Airmen and Airwomen that demand command attention.

Apart from OSC, DCS and OSW personnel, other key working relationships are held with WOAF plus fellow RNZAF and NZDF W/O’s.

My role also links into other key areas such as Clothing, RNZAF and NZDF Sport, MCG, RNZAF Band, Cadet Forces, RNZAF Museum and our people who reside within the Christchurch region. Via these wide ranging groups of people communication and discussions on a variety of topical subjects are designed to keep everyone connected.

Conversations relating to command, leadership and management of the RNZAF are not as popular or emotional as matters affecting the health, welfare, personal standards and discipline, some of which have a direct impact pertaining to morale and conditions of service in the RNZAF. Unseen by the general Airmen, Airwoman, Sailor or Soldier, these are areas where as a CWO we can attempt to make a difference.

The strategy to improve areas of concern is sometimes an easy fix using common sense; at other times it becomes complex and requires input from a wider group of personnel.

My personal career: I joined in 1980 training to be a Chef, then 13 years later remustered to the Air Ordnance trade flying on the P-3K Orion. Luck prevailed and apart from six months at DCM I continued the next 13 years in this flying role - too many grand stories to tell in this forum.

My interest in sports has been invaluable towards shaping and energising my personal development through, committee membership, player, coach, manager. This has usually flowed to being on some form of committee be it social club, mess or sports team which builds growth to a wide network of people either internally or externally.

Married for over 30 years we have two children and two grandchildren.

Current work outputs are focussed on a variety of small issues which can be emotive to our people depending on which lens they are looking through.

Clothing is one of the subjects at the fore, particularly the DPM replacement whether this is the two-piece blue or something more relevant to what we do and who we are.

To my immediate work environment in Wellington, I am always on the lookout for ways to have fun which I encourage everyone reading this to follow. This can be a simple application on my behalf to provide guidance, resources, assistance and supervision necessary for someone to organise a morning tea or lunch outing, adventure training or an afternoon of sport together.

These do not have to be expensive ventures but can make a huge difference to how your team works together and look forward to arriving at work.

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

The Operational Support Commander, GPCAPT Russell Sowden, is responsible for the day to day command, oversight and delivery of support services to military air operations on the three RNZAF Bases, through Operational Support Wings. He also has command and management of Corporate Support services within Air Staff, along with pan-RNZAF support activities and services which includes both ceremonial and sports events.
Back in February, a new class of would-be PTIs were all staring straight ahead, scared to move, twitch, itch or make a noise, for the first of many morning inspections.

We had finally made it to the home of New Zealand’s Physical Training Instructors—RNZAF Base Woodbourne’s West Gymnasium. The previous 6 months of pre-course preparation and selection had been a lead-up to this day. Finally we were on course. Every PTI before us had stood where we now were.

Excitement turned into apprehension as we were inspected and ‘remedial training’ was handed out. This was the beginning of the journey to change us from what we were, into PTIs. What occurred over the following 4 months developed every aspect of our character.

A typical day included 0520 ‘Wakey wakey’ then straight to the pool for swimming EMA (early morning activity). That was followed by breakfast and an 0735 inspection. Depending on the state of our rig we would begin theory at 0745 or (sweating and panting after some remedial training) at 0810.

In the class-taking phase we endured up to 6 classes back-to-back a day and most Fridays we finished with a little ‘conditioning session’ from our instructors to keep us on track.

With your class-mates you are expected to give 100% to every class you are involved in. Through adversity the course bonded well and the old saying ‘work hard, play hard’ was definitely taken on. Four months later graduation day arrived. We celebrated with our families and friends in front of our new PTI family.

The PTI course can be described as exciting, painful, challenging and intense. But the best courses are the ones that put you out of your comfort zone and empower you to become better.

My course-mate AC Amelia Wilson received the ‘Most Improved’ award. She said: “The course for me was definitely challenging, but the most rewarding thing I have done in my career. It was both mentally and physically demanding yet it was still enjoyable. I learnt so much about myself and it was also rewarding to see the changes in my body through the physical aspects of the course.

“The course covers many areas of anatomy and physiology and a large variety of different physical aspects from class taking to running an event. It was the longest four months of my life but also the best.

“I made fast friends and have memories that I will treasure forever.”

The end result is that we are back on our bases, doing the business on the gym floor. AC Wilson is now a Force Protection Specialist (Physical Training) with No.209 (Expeditionary Support) Squadron at RNZAF Base Woodbourne. We are proud to be PTIs and we are now part of a family of motivated people who are helping to improve physical fitness across the NZDF.

If you are looking for a challenge and think you have what it takes to be a PTI, apply for the PTI Selection course being held in this month. Contact any of the PT staff or your Career Managers for further information.
I was caught up in one of ‘those’ conversations the other day. You know what I mean. I was having lunch with a couple of Padres and one said to the other, “What’s your cholesterol count?” The other guy answered, “8.2.” Well, you’d think he just commented on the guy’s poor driving skills—they were off! Cholesterol counts, pill names, the lot....

I never bothered much about all that blood test stuff before. I mean, I’m still standing aren’t I? I have a current fitness test don’t I? I must be fine. But then I attended a men’s breakfast put on to launch International Men’s Health Week.

International Men’s Health Week is a global focus on men’s overall health. It is facilitated in New Zealand by Men’s Health Trust—a great group of men and women who know both the value of guys keeping an eye on their general wellbeing and the pain and cost of guys ignoring their bodies.

The current stats are pretty grim reading. Here in New Zealand:

- guys live on average four years less than women
- men are over-represented in areas of high cholesterol and diabetes
- 700 guys die a year from prostate and testicular cancer (both of which are pretty treatable if caught early) and
- two guys die a day of preventable diseases.

The point is, a lot of these health issues can be caught early with some pretty basic tests such as a blood pressure test and blood tests.

On top of that, the suicide rate for guys is three times that of women. Guys don’t realise that good help is available to assist them to work through the stuff that they may be carrying around and which gets them down.

The purpose of Men’s Health Trust NZ is to “Inspire men to make positive and rewarding lifestyle choices by providing education programmes, research and information that encourages and promotes good health”.

Leigh Hart was a great MC for the men’s breakfast. He interspersed straight-talking with some classical Kiwi humour and ribbing of the audience. One of the presenters, Ian Jones, told us yarns about life as an All Black as well as inspiring the guests to seek regular physical and emotional checkups.

Dr Graeme Washer pointed out that healthy work forces work better, learn better and work as teams better. All that is consistent with NZDF goals.

Many of these health issues can be picked up as part of the normal processes the NZDF Health Service undertakes to ensure you are fit for operational service. The message for us as individuals is clear though—we shouldn’t be complacent about our health, but nor should we just expect the Health Service to do everything for us! We need to do our bit to maintain our own health. The Defence Force’s registered professionals are required to maintain competency and keep up to date with what is happening ‘outside’ so you can rest assured that they are acutely aware of the current issues in health for both men and women.

So come on guys. Book yourself in for a check-up and see what your stats look like. It’s quick, it’s easy and it just may mean that you are around for your family and mates a bit longer. (Ladies, he may need a bit of a shove...)

And by the way—my cholesterol has come back not too bad!

If you are interested in knowing your numbers go to – www.knowyournumbers.co.nz

The NZDF would like to thank the Men’s Health Trust New Zealand for the dedication and professionalism they show in the face of men’s health issues. For further information on the Trust please go to www.you.org.nz
Eleven students from all around New Zealand graduated as Paramedics from the Defence Health School in Christchurch at the end of July, after a two and a half year course. The students graduated with a Graduate Diploma in Health Sciences (Paramedic), a civilian university programme from Auckland University of Technology but conducted by the Defence Health School.

**THE THREE RNZAF GRADUATES WERE:**

- LAC Kathrine Ruwhiu
- LAC Joshua Sherwood
- AC Jess Earnshaw.

Their training covered basic knowledge of the Medic functions, human anatomy and physiology, advanced life support, paramedic science, pharmacology, cardiology, clinical practice, and the practice of military medicine.

Chief instructor of the Defence Health School, Major Brendan Wood says the course is world class. “The Medic trade has been through a lot of changes in recent times, a lot of work has gone into bringing the NZ Defence Force Medic trade to deliver first world health care.

“The training we provide covers knowledge of the medic functions, and includes all topics studied by civilian paramedics as well as topics specific for use within the NZDF. Students can come in with no medical experience and in two and a half years graduate with a qualification that is recognised not just in civilian life, but around the world as the benchmark for medic training.”

One of the RNZAF graduates, Aircraftman Jess Earnshaw said one of the highlights of the course was the integration between civilian and military health services.

“Getting to work with ambulance crews from St John is a great experience, putting into practice the skills we learn in the classroom on real people that we can help, was awesome!”

AC Earnshaw said the hardest part about the course was saying goodbye to everyone at the end. “The people we study with are the people we live with and hangout with …we’d been through all the highs and lows together and it was hard to say goodbye, but I have made friends in all three Services that I will keep for life.”

“I now move on to work in a great environment with awesome people. You get to learn great life skills while continually learning your trade and I am looking to the opportunity to travel the world with the Air Force.”

The Medics will continue their training with on-the-job training and opportunities to specialise into more advanced medical trades.
Museum Visit

FAMILIES FLY TO AIR FORCE MUSEUM

By Trevor Stone, Welfare Facilitator, Air Staff

Our B757 arrived at Christchurch Airport on 17 July with a full passenger load of 146 personnel from Whenuapai, Ohakea and Wellington. (I am not sure that the children on board were as aware as I was in the amazing change from Bristol Freighters, DC3s and Devons that I have experienced!) Army buses took us all to the RNZAF Museum where we were all warmly welcomed by the Museum Director, Therese Angelo, and her staff.

They are obviously very proud of the Museum and the new facilities and had arranged various tours throughout the museum. The Museum staff and volunteers were busy with school holidays and members of the public, but nevertheless went the extra mile to make all Air Force personnel and their dependants really welcome.

We had ‘behind the scenes’ tours of the workshop and records storage areas, and the children had free rides in the Mosquito simulator. Scavenger hunts were also provided for the children and I noted some very excited youngsters running around looking for things, wearing their brown paper RNZAF caps on their heads. I have worked as an advisor to Museums in New Zealand in a previous role and have never experienced such a complete team approach to accommodating everyone, from the youngest to the oldest, to find points of interest to engage us all.

It was especially rewarding to hear the children chatting about ‘My dad worked on those’ and making other similar comments. It was a real chance to see how the wider Air Force family works as some of the children and parents from different bases reacquainted themselves with each other. It is not always easy to develop the same sense of family/base life in the Wellington area so opportunities like this are really great for our distinctive Air Force camaraderie.

Everyone appeared to have a great time at the Museum and a common comment was that there just wasn’t enough time. Too soon we were all boarding the buses to return to the airport and our waiting B757. A lot of tired but very happy children and parents returned home after a holiday experience that the children will tell all their friends about.

The success of this trip depended on a large number of people committing significant amounts of their time into organising a day that ran smoothly and happily for everyone; thank you:

- DCAF for direct support to this visit
- Air Movements staff at HQJF NZ, Whenuapai, Ohakea, Wellington & Christchurch
- The No. 40 Squadron crew, who displayed a very professional and pleasant care of all the passengers on board.
- And a huge vote of thanks to all of the Museum staff and volunteers who made the day such a memorable one for all of us.

An extra bonus, the visiting B747 ‘Telescope’ aircraft at Christchurch Airport, framed under the nose of the 40 Squadron B757.

Air Force children begin their rotary wing flying careers at the Air Force Museum
The Four Winds Association has received funding from Veterans Affairs to cast a Bronze Plaque remembering the seven No. 40 Squadron personnel who have died since the Squadron was formed.

A gathering from the Four Winds Association will take place on 28 September at No. 40 Squadron HQ at 1300hrs. The Memorial will be unveiled, followed by afternoon tea in the hangar. Then to the Sergeants’ Mess for a buffet at 1730hrs.

No. 40 Sqn was formed in 1943, flying Hudson, Lodestar and Dakota aircraft from its base in Whenuapai. The squadron pioneered New Zealand’s air transport requirements throughout the Pacific region during WW II. With the end of hostilities all aircraft returned to NZ, where they were engaged in the repatriation of our servicemen.

On 24 September 1945 after taking off from Espiru Santo, New Hebrides for Whenuapai, RNZAF C-47B Dakota, NZ3526, went missing with four crew and 16 passengers. A large scale search was undertaken with nothing found. It is likely the aircraft suffered a catastrophic failure in turbulent weather conditions.

It was the largest loss of life in a single day in RNZAF history. All are commemorated at the Bourail Memorial in New Caledonia.

In 1946 the Squadron’s flights within NZ had been extended to include fare-paying passengers between the main centres, using Dakotas. Towards the end of 1947 these Dakotas and most of the crews were transferred to the new state-owned National Airways Corporation (NAC). No.40 Sqn can thus claim to have established the foundations of RNZAF transport routes and our post-war civil airlines.
Guadalcanal Province, Solomon Islands

The news is all good here concerning the twenty desktop computers you sent from the Society of St Vincent de Paul, Hornby Conference, Christchurch to SSVP Honiara, Solomon Islands.

Everything went smoothly. I got the last vehicle pass in a few seconds, watched the RNZAF plane land moments later, drove onto the tarmac and was helped by a nice young man to drive up and then he and his mates quickly (and carefully) loaded up the truck (a Toyota Landcruiser is just the right size for 20 desktops, as it happens).

I would really like to commend the RNZAF and Honiara Airport staff for their courtesy, friendliness and efficiency. I was also helped by a nice lady from the New Zealand High Commission in Honiara, Sandra. She had called to make sure I was set to get the computers (she had to get a few tonnes of tsunami relief aid off the plane quickly and had to make sure I’d whisk away the computers fast). She had called the airport gate security staff and informed them that I was to be there today, which I think helped a lot.

All went well and the thirty boxes were stored so I could test the machines before putting them to work. With a new computer room to place them in, a willing computer teacher (Ms Polona Belsac) and plenty of youth keen to learn some computer skills, this project looks full of hope. Polona is doing a great job of teaching basic computing to the young people from Burns Creek several mornings per week. The numbers seem to be growing from what I can see!

One computer was given to some young men who are in close contact with us; they are keeping off the grog by doing something more positive, including some music recording; hence the need for a computer.

Thank you too the Society of St Vincent de Paul, the Royal New Zealand Air Force, SSVP Auckland, Christchurch Polytechnic Institute of Technology (CPIT), Bascik Transport and many others who have pitched in and done this great thing for poor people.

Another big plus was the arrival of Fr Greg Cooney CM. He knows a lot more about computers than me!

Fr Greg Walsh CM
Holy Name of Mary Seminary, Tenaru

**ANZAC SPIRIT**

Jamie Hawley (right) enjoyed her Anzac Spirit prize day at Ohakea. “My art teacher couldn’t believe it when he learned I was one of the winners for the Anzac Spirit art competition. The day was a lot of fun; taking the flight in the helicopter was the best part, and I also really enjoyed the ride in the [A109] simulator. My friend Olivia (left in photo) enjoyed it too, she wants to go back! We had lunch and the food was really good and I enjoyed meeting the Air Force people. I now day-dream of being a pilot!”

Jamie’s mother Belinda also shared in the day; her husband had been in the Army so she found it really interesting seeing the Air Force from ‘the inside’.

**COMPUTERS TO GUADALCANAL**

The RNZAF B757 at Honiara earlier this year with the St Vincent de Paul Landcruiser, loaded with RNZAF-delivered computers, in the foreground.
WOODBOURNE DISASTER RECOVERY WORKSHOP

The Base Woodbourne Fire Section was instrumental in conducting a Disaster Recovery Workshop for regional museum staff and volunteers, back in May. The two-day Workshop on Disaster Recovery was held at Base Woodbourne.

The Workshop was initiated by Marlborough Museum and supported by Te Papa National Services and Marlborough District Council. Museum Chief Executive Steve Austin said that he has been working towards ensuring this kind of training in the region as Marlborough is located on the Alpine Fault Line and has extreme fire risks in summer. Of course the subsequent Seddon earthquakes in late July proved the point.

Participants the Woodbourne workshop included staff and volunteers from the Marlborough Museum, Nelson Provincial Museum, Omaka Aviation Heritage Centre, the Edwin Fox Maritime Museum and Rai Valley.

In conjunction with the RNZAF Fire Service, a mock collection storage area was prepared in a shipping container, set on fire and extinguished with water. Workshop participants set about salvaging burnt and wet material, using latest methods supervised by expert conservator Lynn Campbell. Lynn had just returned from the Getty Conservation Institute in Los Angeles, where she had been researching preventive methods to protect museum collections from earthquakes.

Marlborough Lines, Marlborough Civil Defence and Deans Lifting Services all assisted, and Deans provided essential Health & Safety clothing for the workshop, including Hi-Vis vests, hard hats, and safety glasses. A special mention must be made of Couplands Bakery for the loan of plastic bread baskets, which proved invaluable for collecting and sorting salvaged objects over the two days of this invaluable Workshop.

Dale Webb, President of the Marlborough Museum, said that all who took part in the Workshop were unanimous in their praise of the organisation, co-operation and professionalism of the Woodbourne team. “They were a credit to the RNZAF.”

PRIZE ‘FLIGHT’ IN SIMULATOR

Oliver Cable took the controls of an A109 helicopter at the Ohakea air base and flew to Wanganui. But the 10-year-old St Mary’s student never left the ground—he was piloting the air force’s $16 million helicopter training simulator.

Oliver’s name was drawn at the TechEx technology exhibition at the Wanganui War Memorial Centre in June, and the trip to the Ohakea base was his reward. With some help from SQNLDR Ron Thacker, Oliver flew to Wanganui, landed on the Hospital roof and then on to the deck of HMNZS CANTERBURY, ‘anchored’ off the coast.

Oliver was joined in the simulator by his brother Joshua, while parents Debbie and Alex watched the action filmed by four on board cameras on screens operated by technician CPL Al Hollins. Forty-two different computers speak to each other to simulate the workings of a helicopter, as CPL Hollins changed the conditions to fog, clouds, rain, snow and night. He also selected malfunctions which Oliver navigated through with SQNLDR Thacker’s expertise.

Oliver’s big smile spoke volumes at the end of the training ride. F/S Bob Willis, who was at TechEx, said he and SQNLDR Thacker had discussed offering a ‘flight’ which would expose a student to the potential opportunities in the Defence Force.

The simulator is described as ‘PlayStation 3 on steroids’. It was commissioned in December 2011, and was, of course, safer than a real aircraft, 10% cheaper and more effective for training helicopter pilots. Half of an Air Force helicopter pilot’s training time is now spent in the simulator.

With thanks to the Whanganui Chronicle.
Our Heritage

One hundred years ago on 29 September 1913, a small and frail Bleriot aeroplane arrived in New Zealand from Britain. It was not the first aeroplane to fly in New Zealand, but it was our Government’s first military aeroplane.

Louis Blériot’s feat of crossing the English Channel by air in 1909 showed that Britain was no longer isolated, and his flight pointed to the future when the sea and the Royal Navy might no longer be Britain’s first line defence. The immediate reality was that aircraft were in fact frail and weather-dependent; the Army and Navy saw their obvious reconnaissance value, but still had to learn how best to operate them.

In a military role, the first Blériots served with the Royal Engineers’ Air Battalion in 1912, and the type was used by the British Army’s Royal Flying Corps ( RFC)—formed in 1912—for training and in Army manoeuvres before the outbreak of war in August 1914.

AN IMPERIAL GIFT

In parallel with the Services’ interest in aviation, the Imperial Air Fleet Committee was a group of prominent businessmen in Britain who sought to promote aviation throughout the British Empire. They donated a military aircraft to our government to promote the potential of military aviation in New Zealand. Similar gifts were made across the empire, when aviation was promoted as a new technical wonder of great potential.

The aircraft sent to New Zealand was a Blériot XI-2, a military development of the type in which Louis Blériot had flown the English Channel in 1909. The Blériot XI-2 was a two-seater, and proved to be popular with a number of fledgling air forces. The particular aircraft that came to NZ had already made a mark. In the hands of the pioneer aviator Gustav Hamel, it had been flown non-stop from Dover in England to Cologne in Germany, a distance of 547 kilometres, in 4 hours and 18 minutes.

The gift to NZ was commemorated by patriotically christening the aircraft Britannia at a special ceremony held at the London Aerodrome at Hendon on 22 May 1913. Present were a number of important people, including Sir Joseph Ward, the former New Zealand Prime Minister and committed ‘imperialist’, whom Gustav Hamel also took for a demonstration flight.

TRIUMPH AND SCANDAL

Britannia was dismantled and placed on board the SS Athenic for transport to New Zealand, and arrived at Wellington on 29 September 1913. On unloading, however, it was discovered there was no propeller, so another had to be shipped from Britain. The propeller was installed on the aircraft in Auckland, and its demonstration flights were made in January 1914.

The man appointed to fly Britannia was New Zealander Second Lieutenant Joseph Hammond. Hammond had already achieved a number of aviation ‘firsts’ whilst in Australia, but in late 1913 he became New Zealand’s first Government pilot, having already been commissioned into the RFC.

The location for the flights was the Epsom Showgrounds in Auckland. After his checks, Hammond took off on the afternoon of 17 January 1914, circling the field and then making a low pass overhead before landing safely. Further flights followed, hampered on one occasion when, with a journalist as passenger, he lost rudder control on take-off but with no brakes to apply, had to leap out of the aircraft and grab the tail in order to slow it down.

Having successfully demonstrated the aircraft, Hammond was ready to take another passenger. Unfortunately, he now made an error of judgement. Rather than a politician or some other influential person, he chose an actress, Miss Esmie McLellan, who was touring with the Royal Pantomime Company at the time. Miss McLellan’s enthusiastic account of her flight was published in several newspapers.
Air Force News 31

The Blériot XI was one of the countries that flew the Blériot XI was Sweden where the type was used as a trainer and built under the name Thulin A, 1913–1919. Swedish aviator Mikael Carlson found one and restored it, first flying it during 1991. He restored a second in 2004. Both are powered by original 7 cylinder Gnome-Omega 50 hp rotary engines of 1908, also restored by Carlson.

To mark the centenary of flight in 2003, Whittakers’ Wings over Wairarapa Air Show 03 featured the Swedish Blériot. Carlson flew it a number of times despite adverse conditions and gusty winds. The colour photograph emphasises the fragility of this very wind-vulnerable aircraft.

Wing span: 8.95 m
Length: 7.76 m
Height: 2.54 m
Empty weight: 317 kg
Engine: 7-cylinder Gnome-Omega 50 hp rotary
Cruise: 75 km/h

Hammond’s employers were less than impressed with his choice of passenger and the resulting publicity, and he was promptly dismissed.

THE FATE OF BRITANNIA

Following Hammond’s dismissal, Britannia was crated up and put into storage—military interest in the aircraft diminished. On the outbreak of war it was offered by our government to Britain for war service. There was an acute shortage of aircraft for use by the RFC so our offer was gratefully accepted, and Britannia was dispatched by sea in late 1914. It next appears in the records in January 1915, when it arrived at Brooklands in Britain.

Several Blériots were among the variety of types hastily gathered together by the RFC to go to war. On 12 August 1914, as the RFC embarked for France, Blériot XI No. 260 of No. 3 Squadron crashed on take-off, killing the pilot and mechanic on board. They became the first British aerial casualties of the war.

A Blériot was one of the aircraft which achieved another ‘first’—on 19 August, Lieutenant (later Air Chief Marshal) Philip Joubert de la Ferte in a Blériot was one of two pilots who undertook an aerial reconnaissance of the German forces advancing through Belgium.

On operational service, the delicate Blériots proved to be fragile and prone to damage, especially to the fabric. This could affect their already modest performance and the type was gradually replaced. The last Blériot left operational service in France in June 1915.

Mystery surrounds the later history and ultimate fate of Britannia specifically. Several identities have been suggested as being the aircraft in service in Britain, but there are some doubts as to whether these aircraft are indeed the trail-blazer that crossed the world to New Zealand.

Blériots remained in a training role with both the RFC and Royal Naval Air Service before finally being declared obsolete in the second half of 1918.

BRITANNIA ‘REBORN’

In the 1980s a project was undertaken by aircraft constructor David Comrie of Dunedin to build a full scale replica of New Zealand’s first military aircraft. The idea was first discussed in 1985 as part of preparations for the planned RNZAF Museum at Wigram.

Once Blériot plans and technical details had been assembled, construction began. The process was difficult, not least because it was discovered that the aircraft which came to New Zealand was the military version and considerable revisions became necessary. As the aircraft took shape, it outgrew Comrie’s facilities. It was later transferred to Wigram and a team of staff and volunteers completed the project. The 80 horse-power Gnome rotary engine was produced by Les Heath.

The replica aircraft now hangs in the Museum’s Atrium, suitably displayed with mannequins of Joe Hammond and Miss Esme McLellan on their ‘unpopular’ flight!
July saw the 60th Anniversary of the Korean Armistice. While New Zealand’s primary contributions to the UN Command were two frigates on station throughout the war, and an Artillery Regiment within the Commonwealth Division, a small number of Kiwi airmen also played a direct part in the conflict.

One consequence of the Korean War was a wide-ranging re-equipment programme for the RNZAF. Vampire jet fighters, Hastings transports and Devon light utility aircraft were purchased, along with Sunderland GR 5 flying boats. In late 1952 RNZAF air and ground crew were sent to the RAF flying boat base at Pembroke Dock, Wales, for familiarisation on the Sunderland.

**THE RNZAF ARMOURERS**

However, the RAF Far East Flying Boat Wing based at Seletar, Singapore, was more appropriate for our Armourers. Malaya and Singapore were then an operational theatre, due to the Malayan Emergency. **SGT George Holmstead** and **F/S Bill Thompson** were attached the Flying Boat Wing for training and the two Kiwis flew in Sunderlands on missions dropping 20lb anti-personnel bombs into the jungle areas occupied by communist terrorists.

The RAF Wing was also contributing aircraft to the Korean War, to a UN Reconnaissance Wing based in Japan, alongside US Navy Martin Mariners. Bill and George had completed their planned familiarisation, but were still on the Wing’s strength in March 1953. Their return transport to NZ was delayed so the RAF rostered them on to the next crew bound for Japan. Their flying boat deployed north via Hong Kong and arrived in wintry conditions.

“It was colder than I could ever remember. We wore everything we could lay our hands on—cold weather flying suits, submarine jerseys and even tramping shirts” George told Air Force News in 2001. “It was cold on the ground, when we climbed to 12,000 feet it was bitter. Being gunners we were up in the turret standing on a steel floor, stamping our feet so we wouldn’t become frozen to the steel plate.”

“We’d leave Iwa Kuni [their Japanese base] at 10pm and fly over the Yellow Sea just above the waves to avoid radar detection. Once in Korean air space we would climb to 12,000 feet, but maintain radio silence because of the risk of an encounter with enemy MiGs. At dawn you could see the smoke and dust of the front line. We carried depth charges and in daylight we were on the lookout for submarines. We also took photos of shipping heading for Chinese or Korean ports.”

As the Sunderlands finished their patrols, George recalled, they would usually see the first of the daytime air strikes going in to catch any enemy transport out in the open.

The Sunderland crew finished their four-week deployment and SGT Holmstead returned to New Zealand—via Venice! Both he and F/S Thompson went on to have long careers in the RNZAF.

**KIWIS WITH ALLIED AIR FORCES**

The Commonwealth nations in 1950 shared a notably integrated defence effort, both in terms of strategy and through their institutions. Memories were fresh of the contributions by Commonwealth personnel to both the RAF and the Royal Navy. To move between Commonwealth forces was not unusual; ability was the key factor, not nationality (we were all ‘British subjects’). In fact from 1947 the RAF had been accepting New Zealanders back into the post-war RAF.

One was **FLTLT Roy Le Long**, born in Auckland and a pilot in the RNZAF from January 1942 to June 1947. He had flown Mosquitoes, destroyed seven enemy aircraft and won the DFC and Bar. In 1947 Roy transferred to the RAF.

He was on exchange to the US 5th Air Force during the Korean War, flying F-86 Sabres. His unit was deployed to Korea where
the F-86 was the only fighter that could match the Soviet-supplied (and manned) Mig15s. Roy Le Long was awarded the US Air Medal on 30 October 1953 in recognition of his ‘valuable services rendered during operations in Korea’.

Of note, when the Mig15s joined the conflict, the (nominally North Korean) jet fighters threatened to gain air superiority over the UN forces. The F-86 was hastily deployed and in a long campaign the American Sabres gained the upper hand. Ultimately, the UN Command’s air superiority proved influential in bringing the truce talks to a conclusion.

Another Kiwi in the RAF was John Gard’ner. He was sent on exchange to the US Marine Corps and served in Korea in Douglas F3D Skyknight night fighters.

Similarly, New Zealanders served in the RAAF. Vance Drummond from Hamilton entered the RNZAF in 1944 and earned his Air Navigator’s badge in August 1945. But the War had ended, so he was placed in Reserve. Instead, he volunteered for J Force, serving in Japan until 1948.

On his return he had moved to Australia and was accepted into the RAAF as a trainee pilot; he gained his Wings in 1951. He was posted to No. 77 Sqn RAAF, which was committed to the Korean War under UN Command.

The Squadron flew Gloster Meteor jets—which were inferior to the Mig15. Drummond flew some 50 sorties but was shot down by a Mig15 on 1 December 1951, near Pyongyang. He spent the rest of the war as a Prisoner of War.

One former New Zealander in the RAAF was Lionel Cowper, who was born in Auckland. His family had moved to Melbourne so he joined the RAAF and earned his Wings. In January 1952 he joined No. 77 Sqn; however, Cowper was killed on operations on 30 March 1952. He is remembered on the United Nations Memorial to the Missing, Busan, South Korea.

There maybe more Kiwis with similar stories; Air Force News would be pleased to hear of them.

**FLEET AIR ARM**

The other air service that readily accepted Kiwis was the Fleet Air Arm of the Royal Navy. The British naval contribution to the Korean War included a light fleet carrier, with Air Groups of Sea Fury fighters and Firefly strike aircraft.

**Lieutenant (A) Roy Hooker** had joined the RNZNVR during WWII under Scheme F and flew Hellcat fighters in No. 800 Naval Air Squadron. In 1950 he was one of over 20 New Zealanders who were approached by the RN to accept Short Service Commissions in the RN and rejoin the FAA.

Hooker was given a passage to the UK and converted on to Dragonfly helicopters (the Sikorsky S51). After operating from Malta he joined HMS OCEAN’s air group and undertook a combat tour off Korea in 1953, one of OCEAN’s two plane-guard helicopter pilots.

Less fortunate was **Lieutenant (A) Cedric MacPherson** from Dargaville. He had joined the RNZAF during WWII, earned his Wings in March 1944 and embarked for Britain that July. But during 1945, as the RAF reduced its numbers, Cedric transferred to the Fleet Air Arm and trained on fighters. He returned to New Zealand, then, like Roy Hooker, was offered a Short Service Commission if he returned to flying for the Korean War.

Cedric was flown to the UK in October 1951 and underwent refresher training. In September 1952 he joined No. 801 NAS, flying Sea Furies from HMS GLORY. Cedric was killed on air operations on 11 February 1953. He also is remembered on the United Nations Memorial to the Missing, Busan, South Korea.


Colin Hanson, Christchurch: Volplane Press, 2001

For Your Tomorrow - A record of New Zealanders who have died while serving with the RNZAF and Allied Air Services since 1915 (Volume Three: Biographies & Appendices)


Navy Today 141 March 09

Website: Wings over New Zealand [http://RNZAFproboards.com]
FUNDAMENTAL ISSUES IN DEFENSE TRAINING AND SIMULATION
Christopher Best and George Galanis (Defence Science and Technology Organisation, Australia) James Kerry (New Zealand Defence Force, Defence Technology Agency, New Zealand) and Robert Sottilare (US Army Defence Force, Defence Technology Agency, USA) (editors)

Reviewed by SQNLDR Simon O’Neill
Air Power Development Centre

Fundamental Issues in Defense Training and Simulation is a TTCP (The Technical Cooperation Programme) project to lay a pragmatic and useful foundation for military simulation. The book’s target audience is anyone in the challenging and exciting business of military training especially the young(ish) officer or warrant officer, new to training delivery, posted to a capability project or a school.

It first discusses how people learn as an essential fundamental of understanding simulation: if you don’t understand learning, how can you develop or acquire learning tools? Before delving into simulation itself, if you don’t understand the tool, how can you apply it to learning?

It is structured logically into four parts:
• Analysis,
• Design,
• Technologies and
• Measurement,
each of which has a number of chapters relating to that topic.

Principles for the development and implementation of simulation are established and these include:
• Understand the environment you will be working in, especially the culture(s) of those that you are working with. The simulation solution that works in one area may not apply in another e.g. recruit training may not work for experienced operators; what works for pilots may not work for soldiers, etc.
• Plan your project through to its eventual end. A simulation project really just begins when the kit is delivered and installed.
• Identify practical and relevant metrics for the performance of your project AND how you will measure them. From a simulation perspective, this is how you will measure the training success of the simulation—a little more than simply ‘numbers through the door’.
• Task with a purpose. Simulation for its own sake contributes little and may even erode capabilities. More so, if simulation-based training becomes onerous or oppressive, or if it does not adequately replicate relevant conditions and environments, it will fail to achieve the desired training outcomes.
• Outsourcing is not always the best solution: not only are military personnel expected to be current and capable in their areas of expertise but regular posting cycles keep the experience base current.

Although some chapters briefly define the types of simulation i.e. constructive, virtual and live, it would have been useful to have a layman’s glossary as part of the introduction or even a lead-in early chapter. Similarly, although some chapters mention ‘simulators and simulation’, nowhere is the distinction between the two defined.

Is such distinction important?
I think so; simulators are a subset of simulation and are what No. 230 Sqn, the RNZAF’s mission support unit, does. Our Squadron’s role includes everything from software engineering, simulation systems and simulator scenario development to mission briefing, mission systems preparation, and intelligence support and mission data analysis, reflecting the complex nature of modern aircraft systems and technology.

There are a great many other aspects of simulation and we need to be cognisant of what these are and how they can contribute to the development of contemporary RNZAF capability.

Our own DTA’s staffer, James Kerry, is one of the authors. Although collaborative efforts with many authors often present as somewhat disjointed, I was pleasantly surprised that the flow of information from the first chapter until the last is smooth and consistent. Having said that though, this is not a book that one would want to consume all in one sitting – it will be far more effective if digested one chapter at a time, preferably with a period for reflection and discussion between chapters.

I was surprised at the book’s cost: NZD$110.95. While it will be available in common e-books formats, pricing information for them was not available at the time of writing. This is a book that should be broadly accessible and the necessary level of dissemination will be inhibited by the current cost.

Fundamental Issues in Defense Training and Simulation needed to be written and now it has; it develops logically, only rarely descends into geekdom, and establishes a viable relationship between training and simulation. It will also be a suitable primary text for an internal or tertiary module on simulation in training. The TTCP team of authors has done a great job addressing an issue that has existed for a long time, but barely been explained so well.

The torch now passes to the reader...

On The Radar: The Story of Piha’s WW2 Radar Station

On the Radar tells the story of Piha’s WW2 radar station; where the new high-tech weaponry of radar scanned the skies for signs of invading Japanese and the seas for submarines. One of a coastal network, reporting to the secret nerve centre at the Epsom Filter Room, the Piha station was a key part of New Zealand’s home defence.

This is also a book about a place and the connections between its ancient past, its history and its present. The high hill on which the station sat was sacred to Māori, a place where supernatural feats were performed. In the 1940s, experiments were conducted here, now acclaimed as laying the foundations for the modern science of radio astronomy. On the Radar contains much new material about strange happenings at New Zealand’s best known beach, along with over 170 previously unseen images.

Sandra Coney is a well-known writer with a deep love of the West Coast. She represents Waitakere on Auckland Council.

The paperback book comprises 208 pages, over 170 historic and contemporary images, with colour throughout, a full reference and index. RRP $40, post and pack $5.50 within NZ
Email: ontheradar@xtra.co.nz
Phone: 09 3567074
www.piha.co.nz/books
No. 32 Squadron (Borough of Feilding) Air Training Corps had seen cadet numbers fall, with only 10 cadets by early 2012. Requesting financial grants became near impossible due to our numbers; our Parent Support Committee looked at other ways of fundraising.

We decided to run monthly car boot sales, with the ATC having a stall and each additional stall holder paying an entrance fee. As a new venture the formative months yielded little income until we began advertising as a Community Market.

Our markets were initially held at Manfeild but, inevitably, a clash of events occurred. A major one was the Feilding Garden Festival in May last year. By this stage the number of stall holders had grown and the ATC Community Market had become established. Discussions to resolve the problem followed and Feilding Promotions gained permission to run the market in Manchester Square, in the centre of Feilding.

The markets are held on the first Saturday of each month, 0800 – 1300 hrs. During the winter our Market is held in the Feilding Civic Centre, and we will return to the Square this month until next May. The number of stalls is now over 50.

All our cadets contribute each month, by assisting in the running of the market, carrying goods in and out, helping to set up stalls, and cleaning up. Our cadets have been proactive throughout—the result is that they have ‘ownership’ of the market.

Now, our numbers are up—29 cadets. The Support Committee and all in No. 32 Sqn feared the closure of the Squadron a year ago, but with hard work, good communications, an enterprising approach and good teamwork our future now looks promising. The market itself has increased in popularity and many want it to run more frequently.

Any other units looking to fund-raise should start small but think big. For No. 32 Sqn the community market is a simple concept that provides a service to the local community and enables the Cadets to work as a team and have fun.

Object of the Month

By Michelle Sim, Archives Technician

2011/256.1 Framed Selection of False Identity Cards

False identity cards were produced in Switzerland during WWII for Warrant Officer Eddie Worsdale, to assist him in escaping to Spain via France, under the alias “Lucien Bovet.”

Wireless Operator W/O Edwin Worsdale of Wellington was in a Wellington bomber which was shot down on the night of 24/25 October 1942 over France. Eddie and the Rear Gunner survived the crash landing and got out just moments before their bomber exploded. Using the map and compass from their escape kits, the pair set off for Switzerland. They walked up to 30km a day, receiving food and shelter from French villagers along the way. They crossed the Swiss border after 18 days, becoming only the 8th and 9th Allied evaders/escapers to do so.

Worsdale was given a job as a cypher clerk at the British consulate in Geneva, receiving and decoding messages. He spent 18 months there, but being classified as an ‘evader’ he was obliged to leave Switzerland if the opportunity arose, which it did on 5 June 1944.

Worsdale, together with LTCDR William Stephens, an escapee from Oflag IV C (Colditz Castle), left the safety of neutral territory and, disguised as Frenchmen, the two evaders were guided by members of the French Resistance to Toulouse. From here, they crossed over the Pyrenees and surrendered to the Spanish Police. Worsdale spent three days in a civilian jail before being released to the British Embassy, finally returning to England via Gibraltar on 11 July 1944.

Eddie Worsdale received a Mention in Despatches (mid) for his exploits, and on his return to NZ in September 1944, was granted a commission. He was posted to the South Pacific in 1945 as a cypher officer and served until the end of the War. Mr Worsdale now lives in Karori, Wellington.
AIR FORCE SWEEPS INTER-SERVICE VOLLEYBALL

The RNZAF Women’s Volleyball team took their tally of tournament wins to eight consecutive years! Both the RNZAF Men’s and Women’s squads dominated the volleyball court this year with 3-0 victories in the finals to stamp their authority in an impressive week of Volleyball.

A rewarding Training Camp lead by two very accomplished coaches set up our teams’ winning attitude. The tournament began with a double round robin format where both our teams won all their games against Army and Navy, going directly into the finals. This meant that Navy and Army had semi-final play-offs for the opportunity of taking on the mighty RNZAF in the final.

Throughout the tournament the RNZAF Women played 13 sets of Volleyball winning 11 sets and losing only 2. Our Men also played 13 sets, winning 10, demonstrating the RNZAF’s dominance. Navy hosted the 2013 Inter-Services Volleyball Tournament which was professionally organised, had great opportunities to intermingle and an exceptionally high standard of catering.

Our Trophies:
- The Men’s and Women’s First Place
- Women MVP: Mrs Rachel O’Neill
- RNZAF personnel selected for the NZDF team at the NZ National Championships (28 – 31 August)
  - Women: Mr. Belzile (Coach), Mr. Turner (Manager), SQNLR Searle, SGT Hollis, CPL Ireland, CPL Paese, LAC Thurston, AC Earnshaw, Mrs O’Neill, Mrs Rodgers.

Congratulations to them all; and our thanks to all players, officials, coaches, support staff and supporters. Special thanks to the RNZN PT staff and those involved in the tournament.

AIR FORCE BMX FAMILY AT WORLD CHAMPS

W/O Kerry Williams and twins Jamie and Ashley represented NZ at the BMX World Championships at Vector Arena, Auckland during July.

“Having the chance, and Air Force support, to move our family to Auckland has been exciting. We have had so much opportunity to get involved in different activities” says Kerry. “BMX is a great family sport. This year was our best-ever campaign at the Nationals with Jamie now NZ4 (13 Boys), Ashley NZ5 (13 Girls), and Dad NZ6 in 40-44 Cruiser category.

“The racing at the Worlds went well for the family, with Ashley making semi-finals (top 16) which was a great result. Jamie went out on countback before the quarter finals. I had a mixed bag, with a crash first race, I came 4th in my second race, and a bad run in traffic during my third race.

“Overall it was a good experience, but the body is taking a while to recover this time around! Thanks for the support from our Air Force family”.

By Rooster Turner, Gymnasium Manager Woodbourne
Inter-Base Rugby League 2013

By CPL Johnny Moore

Inter-Base Rugby League was hosted by Base Auckland 08 – 11 August. The tournament opened on a typically fine Auckland afternoon and the big hits started right from the first whistle!

GAME 1 Ohakea vs Auckland. Ohakea, superbly led by Matty Cole and CPL Al Smith, took an 80th minute try to gain their hard-fought victory.

GAME 2 Woodbourne vs Auckland. Despite a strong finish by Woodbourne, Auckland held on to win 22 – 8.

GAME 3 Ohakea vs Auckland. Ohakea needed to win in order to secure ‘back to back’ Interbase victories. Despite a strong finish by Auckland and some inspired performances, Ohakea cruised to a 54-14 victory.

• InterBase Rugby League Cup: RNZAF Base Ohakea
• Tournament Rookie: AC Patrick Tafili-Reid, Woodbourne.
• Best Back: AC Cam Godfrey, Ohakea.
• Best Forward: LAC Thomas Cookson, Auckland.
• Tournament MVP - Keith Gell Cup: Mr Matty Cole, Ohakea.

Woodbourne won the Cook Strait Cup, awarded by the tournament referee; Dave Millar from the ARL, to the team displaying the highest standard of sportsmanship.

Named as the ‘Tournament XIII’:
CPL Willy Wilson AK, AC Matt Wright AK, LAC Tommy Staunton AK, AC Patrick Tafili-Reid WB, AC Cam Godfrey OH, Mr Matty Cole OH, CPL Mala Tepania AK, AC Ben Wyness OH, LAC Thomas Cookson AK, LAC Josh Melchers WB, AC Mike Emmerson WB, and LAC Chris Moohan OH.

Our thanks to:
• WGCDR Sammy Clark and his base staff for the organisation and running of the tournament.
• Our generous sponsors: XBLADES BOOTS, DHL, REPCO, TRADE TOOLS and JA RUSSELL LTD.

The Inter-Service basketball tournament was played at PHILOMEL over 2-4 July. Congratulations to the RNZAF Women!

Our Men opened well, beating Army 69-48, but went down narrowly to Navy 42 – 47. Our Women’s squad had a great first day, beating Army 45-25, and gaining a hard-fought win over Navy 39-33. On the second day our Women had to work hard to stay ahead of Navy, but beat Army comfortably. The Men also beat Army but went down in a close, hard-fought, match against Navy.

For Finals day, AUT provided their Women’s team and NZ Universities sent their Taniwha team to balance the tournament. Our thanks to the organisers and hosts, and to all the players for well-contested games.

The winning RNZAF Women’s squad

TOURNAMENT RESULT

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<thead>
<tr>
<th>Men</th>
<th>1st</th>
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<th>Air Force</th>
<th>3rd</th>
<th>Army</th>
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<tr>
<td>Women</td>
<td>1st</td>
<td>Air Force</td>
<td>2nd</td>
<td>Navy</td>
<td>3rd</td>
<td>Army</td>
</tr>
<tr>
<td>FINALS</td>
<td>Women</td>
<td>Air Force 56</td>
<td>Navy 35</td>
<td>Army 41</td>
<td>AUT 76</td>
<td></td>
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</table>

| Men | Army 49 | NZ Taniwhas 70 | Navy 59 | Air Force 52 |
The Handley Page Hastings CMk3

Handley Page Hastings long range transports were purchased by the RNZAF in 1952 as part of the re-equipment of our Air Force at the time of the Korean War. Four aircraft were delivered: NZ5801 – 5804; with -04 being the very last Hastings off the production line (for a total of 151).

The Hastings prototype had flown in May 1946 and the first production aircraft (Hastings C1) entered RAF service in October 1948. The type was rushed into service to join the Berlin Airlift; the last airlift sortie in 1949 was made by a Hastings.

The aircraft had a crew of five and could accommodate up to 50 troops. Our four aircraft were ‘combi’ aircraft, with strengthened floors for cargo use and 30 seats that could be removed in less than one hour to allow full cargo space.

Being a tail-wheeled aircraft, trim was critical; in the all-passenger version seating was at the rear and the baggage was stowed up front. The Hastings had a hand-operated portable winch behind the cockpit door, to winch cargo up the fuselage (the floor sloped steeply due to the tail-wheel configuration) such as jeeps or other vehicles which had been loaded through the aft side door. A subsequent civilian version, the Hermes (equivalent to the DC4) had a tricycle undercarriage.

The delivery flight of our first aircraft, NZ5801 was under the command of FltLt Larry Seigert who later became CAS. During 1953, NZ5804 was entered in the London to Christchurch Air Race. Our crew were progressing well until they ran into a severe rain storm in Ceylon. On the approach the aircraft experienced severe turbulence in zero visibility. But the crew landed safely, despite shutting down one engine and a having flap badly damaged by the turbulence.

NZ5804 had to abandon the race.

During that early period there were repeated lubricating oil problems with the engines’ sleeve valves; RNZAF personnel joked that the Hastings was the best three-engined aircraft in the world.

No. 41 Squadron operated the four Hastings until 08 December 1954 when they were transferred to No. 40 Squadron. The Squadron’s regular runs were weekly flights to Singapore via Richmond and Darwin, and—monthly—the world’s longest air route, from NZ to the UK.

NZ5804 made the news on 09 September 1955 when it suffered a bird strike on take-off from Darwin. The aircraft crashed beyond the end of the runway and ploughed through an adjoining field, tore up the main railway line and cut the town’s main water supply. The crew walked away from the wreck but -04 was written off.

The three remaining Hastings were kept busy. They deployed the NZ Police contingent as a peace keeping force to Cyprus in the late 1950s. They flew regularly to Seoul, while the NZ contribution to the UN Command remained in-theatre. In 1962 the Hastings fleet flew missions into Thailand, to support the RNZAF detachment of Bristol Freighters and NZ Army units deployed there during a crisis. Throughout their 13-year life with No. 40 Squadron the Hastings aircraft flew New Zealand VC winners to their annual reunion in London.

In 1961, the three Hastings were joined by three DC6s which will be featured in a future issue) in No. 40 Squadron. The Hastings continued to fly their long routes until the end of 1965. The fleet, including the short-lived NZ5804, flew 29,003 hours covering 7,106,000 miles.

Early in 1966 the three Hastings were ferried to Ohakea for storage until late 1969 when they were broken down for scrap. Owing to the Squadron’s high standards of maintenance and engineering the Hercules engines were re-cycled to No. 41 Squadron’s Bristol Freighters and used until that fleet was retired.

The 73rd Battle of Britain Commemoration

Date 15 September 2013
Time 1100h – 1200h
Location National War Memorial, Buckle Street, Wellington

Recent Veterans Remembrance

Saturday 19 October 2013
Pukekohe, 1330 hrs

The Pukeko & Districts RSA would like to remember the contribution of our ‘Recent veterans’: Afghanistan, Bosnia, Bougainville, East Timor, Iran, Iraq, Solomon Islands, Somalia, Sinai, and Op TIKI.

A parade up the main street at 1.30pm, to the Cenotaph. Followed by a gathering in the RSA for fellowship. All recent vets and families welcome.

Hamish MacDonald illustrates highly detailed, accurate aircraft profiles. For personnel interested in customised prints of their aircraft, please contact:

Hamish MacDonald
Photography and Graphic Design
09 4202 922 | 027 656 3599

RNZAF Communications Trade, Defence Communications Unit (DCU), Wellington and Regional Network Control Centres (RNCC) Reunion

If you have served with this trade or these units you’re invited to attend the upcoming Reunion:

• 25-27th October 2013 (Labour Weekend)
• Based at Petone Working Men’s Club, and other Wellington venues

For registration check out Facebook: RNZAF Communications Trade or contact Kieran.shanahan@nzdf.mil.nz

RNZAF POGCs:
W/O Cedge Blundell cedric.blundell@nzdf.mil.nz
F/S Kate Hogg diana.hogg@nzdf.mil.nz

Notices

The 73rd Battle of Britain Commemoration

Date 15 September 2013
Time 1100h – 1200h
Location National War Memorial, Buckle Street, Wellington

Reunions

NZDF SOMALIA REUNION
The 20th Anniversary of NZDF involvement in Somalia
4–5 October 2013
Trentham Military Camp, Wellington

No. 42 Sqn RNZAF and associated support personnel deployed to Mogadishu.

Events will include: Meet/Greet. Videos, slideshows, Reunion Journal, Semi-formal Dinner, and a Special Edition Reunion Port (‘Port Mogadishu’).

RNZAF POGCs:
W/O Cedge Blundell cedric.blundell@nzdf.mil.nz
F/S Kate Hogg diana.hogg@nzdf.mil.nz

Recent Veterans Remembrance

Saturday 19 October 2013
Pukekohe, 1330 hrs

The Pukeko & Districts RSA would like to remember the contribution of our ‘Recent veterans’: Afghanistan, Bosnia, Bougainville, East Timor, Iran, Iraq, Solomon Islands, Somalia, Sinai, and Op TIKI.

A parade up the main street at 1.30pm, to the Cenotaph. Followed by a gathering in the RSA for fellowship. All recent vets and families welcome.

AIRCRAFT PROFILES

Hamish MacDonald illustrates highly detailed, accurate aircraft profiles. For personnel interested in customised prints of their aircraft, please contact:

Hamish MacDonald
Photography and Graphic Design
09 4202 922 | 027 656 3599
### The Handley Page Hastings CMk3: Tech Specs

<table>
<thead>
<tr>
<th>Crew</th>
<th>5</th>
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<tbody>
<tr>
<td>Wing span</td>
<td>113ft (34.5m)</td>
</tr>
<tr>
<td>Length</td>
<td>81ft 3 in (24.8m)</td>
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<tr>
<td>Height</td>
<td>22ft 6in (6.9m)</td>
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<tr>
<td>Loaded weight</td>
<td>75,000lbs (34,010kg)</td>
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| Powerplant | 4 x Bristol Hercules 101 radials 1,675hp each (1,250kW) |
| Max speed | 297 knots (552kmh) |
| Ceiling | 26,700ft (8140m) |
| Range | 2850nm (4590km) |

| Capacity | 50 fully equipped troops, 30 paratroopers or 32 stretchers and 28 sitting casualties. |

NZ5801 seen over Birkenhead, Auckland in the 1950s. Photo: Air Force Museum of New Zealand
THE AIR FORCE
PROMS
WITH NICK TANSLEY + SPECIAL GUESTS

29 SEPTEMBER
2.30PM
MICHAEL FOWLER
CENTRE
TICKETS AVAILABLE
FROM TICKETEK
ADULTS FROM $25*
CHILDREN FROM $10*

* Booking fees apply