EXERCISE GREEN FLAG EAST

MOUNTAIN FLYING CHALLENGE

RETIREMENT OF THE P-3K SYSTEM INTEGRATION FACILITY
Our mission
To carry out military air operations to advance New Zealand’s security interests with professionalism, integrity and teamwork. Air Force News is the official magazine of the Royal New Zealand Air Force (RNZAF) — established to inform, educate, and entertain its personnel and friends.

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

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Defence Communications Group

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

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Cover photo:
P-3K2 AS photographed by Gavin Conroy
It has now been four months since I came into the job as the Air Component Commander. Over the period I have had the opportunity to observe many parts of the Air Force training and exercising in their roles.

In July I travelled to Korea to meet up with 5 SQN taking part in Exercise ROKKIWI. This was the first time in four years that 5 SQN had taken part in an exercise with the Republic of Korea Navy (ROKN) and the first time that our crews had flown the upgraded P-3K2 against a submarine.

I joined the crew on their second flight against the ROKN Type 209 diesel electric submarine. After some initial Test and Development activities the submarine went deep for a free play serial. I was very pleased that after two hours of tracking and attacking the submarine the crew was able to hand over a hot contact to the ROKN P-3 crew. A very successful mission that was noted and commented on by both our hosts and the USN detachment - also participating in the exercise.

In July I also flew with 3 SQN on a training sortie in support of 1 NZSAS GP. This flight was out of Whenuapai and provided fast roping and rappelling training for the Group at the Papakura Military Camp. After observing the flying operations I took the opportunity to discuss 3 SQN’s support for 1 NZSAS GP with the CO of the Group. He was full of praise and very complimentary of the professionalism and ability of our Huey crews supporting his training activities.

In August I joined 40 SQN in Little Rock, Arkansas. The squadron had deployed two crews and 1 x C-130H(NZ) to participate in Exercise Green Flag East. Outside of TACEX flights here in NZ this was my first opportunity to observe the ‘truckies’ doing their job.

I met up with FLTLT Matt Ferris and his crew at 3am for the mission brief. The sortie was in support of the 101st Airborne Division that was trying to establish operations from a bare base in Louisiana. Tasking for the day had us air-landing vital fuel into a short dirt airstrip and then after reloading at the forward supply base air-dropping four pallets of supplies needed by the ground forces.

The crew had to face a number of real world and exercise-induced changes to the plan. However, despite these changes delivery of all supplies was on time and on target - the airdrop hit the bulls-eye. The new aircraft was just great and I must say it was with some pride that I saw Canadian and US crews queuing to come onboard and see our ‘new’ aircraft.

As you will have already heard the two 40 SQN crews took the top spots in the exercise, with the ‘Top Cat’ award going to FLTLT Matt Ferris and his crew. Well done.

Three months ago I talked about wanting to focus on our operational capabilities. I said that I sensed there was a need to reinvigorate this area after many years of focusing our attention on the introduction into service of the new and upgraded aircraft.

I still believe this is the area that we all need to concentrate on. However, the results that I have observed over the past few months have reassured me that our training, personnel and equipment are highly effective. Indeed we are starting from a strong position but what we need to do now is provide opportunities for more crews to test their skills in the operational arena. This will be a focus for myself and the squadron commanders.

Lastly while it is four months before CDF, LTGEN Jones retires, I will not get another ‘first word’ before then. I know you would all join me in thanking CDF for his leadership and strong direction of the NZDF over the past three years and wish him well for the future.
Exercise SOUTHERN KATIPO is taking place in South Canterbury and Otago from later this month and through November. The aim is to exercise NZDF Force Elements in a medium scale joint and combined exercise, with an emphasis on amphibious operations, in the context of a larger stability and security operation. Exercise SK13 will incorporate command and control and operational planning and execution through a deployed Combined Joint Inter-Agency Task Force (CJIATF). It will accentuate the integration and interoperability of maritime, land and air assets including Force Elements from our defence partners.

The exercise will include air operations from a forward operating base set up at Timaru airport. In parallel with SK13, the RNZAF will host Exercise KIWI FLAG, a tactical air transport exercise for RNZAF and some of the visiting aircraft.

The overall exercise will be evaluated to assess the NZDF’s progress toward its 2015 objective of a Joint Amphibious Task Force.

The aircraft taking part are expected to include:

- **RAAF**: 1 x C-130J
- **FANC**: 1 x C-160, 1 x Guardian
- **Singapore**: 1 x C130J
- **USAF**: 2 x C-17
- **USMC**: 2 x KC-130
- **RNZAF**: 2 x C-130H, 3 x UH1H, 3 x NH-90, 3 x A-109

**C-130 FLIGHT FOR KIDS**

A short C130 flight over Auckland City was a great way to mark the beginning of “Children of Prisoners Awareness Week.” 40 SQN gave its support to PILLARS, a charity designed to support children and families of prisoners, on Saturday 24th September.

The idea of the C-130 flight was SGT Destry Tumataiki’s, a Loadmaster on the C-130 Hercules at 40 SQN. SGT Tumataiki has been actively involved in the Charity as a mentor for the past two years. He said the flight would “help give the children hope, guidance and an opportunity towards a better outlook on life.”

**HELIкоптерS HELP CELEBRATE RAN CENTENARY**

HMNZS TE MANA with its Seasprite Flight embarked, joined the diverse armada of international warships in Sydney to mark the centenary of the first entry of the Royal Australian Navy’s fleet into Sydney on October 4, 1913. One hundred years ago tens of thousands of people lined the harbour to greet their new flagship, the battlecruiser HMAS AUSTRALIA, which symbolized Australia’s coming-of-age with its own defence capability.

Australia’s Fleet Air Arm took part in the Centenary Review, with distinctive helicopters flying the Australian White Ensign. In a contrast of technology, the celebrations also included sailing ships (tall ships) from eight countries, along with a replica of Captain Cook’s HM Bark ENDEAVOUR.
When the RNZAF flew a group of Defence and MFAT officials to Samoa in August, the aircraft also carried some charitable freight—ukeleles, guitars and music stands—for the Poutasi Music School in Poutasi village on the island of Upolu.

The Muse Community Music Trust is a charitable trust based at Christchurch which is run by volunteers to provide musical initiatives to people of all ages. In addition to their Canterbury community initiatives, Nikki Berry and her husband had worked as volunteers in Poutasi village to establish the Poutasi music school, at the invitation of the village chief, Joe Annandale. Joe’s vision is to bring pride and education to the village, with the music school playing an important part.

In 2012 there were a number of activities to celebrate the 50 years of independence and the Treaty of Friendship with NZ. Prime Minister John Key visited Poutasi village during those celebrations and opened the community hall that has been built to replace the church hall which had been destroyed in the 2009 tsunami.

Nikki Berry said after her last visit to Poutasi that the music school created a special song with the words written by Joe, and the music developed by a group of older children and young adults who will make up the future leadership team of the Poutasi Music School.

The main problem has been a lack of instruments; they had only six ukeleles and two guitars in the school. The Muse Community Trust subsequently raised enough money to send 12 ukeleles, 12 guitars and 6 music stands, which were loaded into the recent B757 flight.
Exercise GREEN FLAG EAST, or Joint Readiness Training Course (JRTC), is a two week tactical flying exercise for transport aircraft based out of Little Rock Air Force Base in Arkansas, USA. This year, 40 Sqn deployed one C-130H(NZ) along with two crews, two planning teams, and our maintenance and support staff; to learn with and compete against US and Canadian C-130s and a Canadian C-17.

By FLTLT Juliet Foster, No.40 Sqn

The objective for JRTC is to simulate real world operations with support to ground forces from a bare base in a medium threat environment. Support to the ground force is through airdrop into drop zones and air-land into a short dirt airstrip. We employ tactical comms, have strict time on targets (TOTs) and undergo simulated ground-to-air threats, which all combine to create a realistic scenario and added pressure on the crews.

All sorties were tasked to support a concurrent Army exercise in Louisiana, which meant that if we failed to achieve our mission, the ground forces did not receive their equipment. This expands on what 40 Sqn can routinely achieve within New Zealand and helps us transition to the experience of a large-scale coalition environment. Short notice changes to TOTs and Drop Zones further complicate the scenario to challenge the crews.

JRTC is a true test for our aircrews, their proficiency and their ability to work as a team. This was the first year that the C-130H(NZ) has participated in the exercise and it was an opportunity to use the platform and its systems to its full potential. It provided valuable training to our crews and the chance to learn from other nations. On every sortie two OC/T
Observer Coach/Trainer—a senior pilot or navigator and a loadmaster—were on-board to provide training and coaching as required, as well as assessing the crew on their performance.

Prior to each sortie the planning team would provide a comprehensive brief and all the packages required for the sortie to the crew. This was the result of 24 hours of planning by the two planning teams rotating every 12 hours. In keeping with the realistic scenario, every sortie was tasked off an Air Tasking Order (ATO) with every detail coordinated by the planning team to de-conflict with other aircraft, avoid threats and comply with the Special Instructions (SPINS).

This was the second JRTC I was fortunate enough to fly on and my first exercise in the C-130H(NZ). It was a very different experience on the upgraded aircraft and it is impressive what our new system can do to free-up our crew’s capacity. Although it did take me a little while to really trust the system! It was rewarding to see not only in my own ability progress, but also the growth of our team work as we all worked together.

At the exercise wrap up and debrief, we were fortunate to take away the top two spots in the exercise, with the ‘Top Cat’ award going to FLTLT Matt Ferris and his crew.

Kelly emailed the RNZAF website: “Was that your Hercules aeroplane that I was saw yesterday 30th July flying low over Gordonton, Whitianga area near Hamilton? It flew over our place.”

“It was indeed one of our Hercules. They are undertaking a series of low flying exercises in the Waikato this week.”

Kelly: “Thanks for the quick reply; yes, it was big, grey, and did have four engines, so it was your Hercules. I got a bit of a fright when it flew over the first time, I was outside and it came over from behind our garage, and I was wondering what the noise was when this massive plane flew over from above our garage roof. It was a bit freaky! Then it flew over a second time about an hour later, and that time it was pretty awesome, because I knew what to expect.”

Pukeoware School was less impressed: “We actually thought that the plane was going to crash as it was so low, smoking and the engine high pitched at high revs. If this was a scheduled fly past, it would be great to be advised as we could utilise this as a teachable moment; in this case, it was quite frightening.”

Operations from Whakatane airport were included in the exercise. The reactions included: “We had the Hercules come into Whakatane over two nights, to carry out training exercises. Our family took great delight in sitting in our spa and watching the Hercules fly over and around us last evening!”

Another family said: “We live in Whakatane and last night we went out to the airport to watch your training exercise with the Hercules. The kids had an absolute blast and were amazed at the size and got very excited when a truck actually drove out the back.

“So we would just like to say thank you for coming to Whakatane and letting us see something new that we don’t normally get to see. I took my son and daughter and two of their friends and they all loved it.”

“Would be neat if you organised an open day down here one day with some of your vehicles and aircraft!”

C-130 Hercules at Whakatane.
Photo: Whakatane council

LOW FLYING HERCULES
Across the Waikato and Bay of Plenty regions, many rural folk are used to the sound of local helicopters or topdressing aircraft, but a low-flying Hercules is a spectacular sight. During tactical exercises this winter, our Hercules flew a number of low-level missions throughout the region.

Air drops to ground from C-130 Hercules.

Inside the cockpit.
Our Navy and Air Force worked with the Australian Defence Force (ADF) during 26 August to 6 September, to develop the aviation capabilities of HMNZS CANTERBURY, by conducting first of class flight trials from our amphibious ship’s flight deck.

CANTERBURY conducted two weeks of flying trials using a Royal Australian Navy test pilot and team and an ADF MRH90 helicopter (which is the Australia-assembled version of the NH90 and is similar to the RNZAF’s NH90) while the ship was near Cairns off the north-east coast of Queensland.

“The purpose of the trials is to establish the operating limits for the NH90 on HMNZS CANTERBURY. This is a planned step in the process of bringing the NH90 into NZ Defence Force service,” said AVM Kevin Short, Commander Joint Forces New Zealand.

The first of class flight trials involve testing the helicopter and the ship’s company onboard HMNZS CANTERBURY in a wide range of wind and sea state, in order to develop an authorised template for flying onboard—the SHOL (Ship-Helicopter Operating Limits).

“It takes the ship’s company and the embarked aviation team to their limits in a controlled environment,” explained the Commanding Officer of CANTERBURY, CDR David Turner. “These trials ensure that we are able to generate an aviation capability so that we’re prepared and ready to conduct flight operations across a wide range of conditions in the course of our duties.

“First of class trials are a unique challenge. Although we had landed on an NH90 in Napier last year, this is the first time that the full range of these activities have been conducted onboard HMNZS CANTERBURY at sea with this state-of-the-art helicopter,” CDR Turner said.

The trials required niche high-end test pilot skills, and a specialist instrumentation and telemetry package, for the flight tests. Those capabilities are maintained by the ADF, due to the size of their MRH90 fleet. LTCDR Wayne Theobald from HTU embarked as the NZDF member of the trials team.

The ship reported that FOCFT was a period of intensive flying operations for all in the ship’s company as well as the embarked aviation and trials team. During the trials period CANTERBURY’s Flight Deck Officer, CPOET Hawke, achieved his 2000th land-on.

Within the 11 days of the trial there were only two days of aircraft unserviceability, which was an impressive achievement considering the aircraft’s sophisticated technology. This reflected No. 808 squadron’s determination to deliver an aircraft ready for trials. The Squadron personnel managed the maintenance during the trial to have little impact on planned flights.

Only one day’s flying was cancelled due to weather when wind and sea states remained above S5 and outside of limits. The trials on CANTERBURY also assisted the RAN staff in developing their techniques for embarked operations with the MRH90.

By 05 September the trials team had achieved all their goals and the next day the aircraft disembarked while the ship was enroute to Brisbane.

The flight trials represented an important step in integrating the NH90 type into the NZDF, said AVM Short.

“The opportunity to work with the ADF to conduct the first of class flight trials provides additional training opportunities, and builds interoperability and familiarity for the ADF with CANTERBURY.”
Meanwhile our NH90 fleet continues its Operational Test and Evaluation and Introduction Into Service process. Six aircraft have now been delivered to New Zealand; the first four helicopters arrived from December 2011 and the last two airframes were delivered on 20 July 2013. A number of trials and development activities, which comprise part of the Operational Test & Evaluation programme have been conducted.

• Phase One, allowing passenger and load transportation tasks in non-tactical settings, has been completed.
• Phase Two is underway and involves advanced flying techniques including formation flying, low flying and the carrying of underslung loads and tactical transport.

F/S Jimmy Brown reported that on 10 September the NH90 fleet had flown 1012 hours. This achievement is testament to the excellent work done by our RNZAF technicians in conjunction with the NHI personnel in NZ.

The first four airframes were delivered with their Mission management system in the Interim Configuration. The next two airframes are in a later configuration. NHI will oversee the upgrade to final configuration, which will commence this month and run through into 2014.

Overall, Introduction Into Service is running generally on schedule. The introduction of the final configuration aircraft next year and the planned release of tactical capability will be the next major milestones for the NH90 fleet.
Expeditionary Support

NO. 209 SQN SUPPORTS WISE OWL

Last month the Chief of Air Force outlined in First Word the importance of the RNZAF’s expeditionary capability—the ability of our Air Force to deploy and operate from remote and austere locations. [See also features on Ex GREEN FLAG and the 1993 deployment to Somalia in this issue.]

Exercise WISE OWL undertaken by Pilot Training Squadron (and featured in the last issue) was an opportunity for No. 209 Sqn personnel to test their camp set-up skills, while helping train our new aircrew in living and working from a deployed camp.

This photo essay focuses behind the scenes of a deployed camp.

The WISE OWL camp seen from the air.

CPL Shane Hoare, from Force Protection, provides a PT session for personnel during Wise Owl. Note the jerry cans in use as ‘tactical’ weights.

PLTOFF Nicole Brooke and PLTOFF Edward Drane put up the ops boards.

Kevin Rolls from Aeromotive, the contractors who service the CT4-E, cleans the cockpit canopy.
AC Liam Elder and his Military Working Dog challenge a suspect intruder.

CPL Russell Cowling checks the quality of the camp's water supply.

AC Gerard Parker, LAC Robert Brown and CPL David Miles formed the camp's fire unit.

The Medics discuss the camp's water supply at Tauranga Airfield with the Air Component Commander, AIRCDRE Mike Yardley.

SGT Jason Hunt, from S&S, prepares a flying harness.

Force Protection Military Working Dog handler AC Te Rina Naden patrols with her MWD around a visiting NH90.
During the month of July, the NZDF sent 12 embedded observers to Exercise Talisman Sabre 2013 (TS13). The individuals were sent to the four winds around various locations: six observers were sent to Queensland, Australia to visit a selection of Army and Navy Headquarters and to ride aboard the USS Germantown; six NZDF participants deployed to Joint Base Pearl Harbor-Hickam (JBPHH), Hawaii as part of the Australian contingent that supplemented the PACAF 613th Air Operations Centre (613th AOC). I travelled to Hawaii on-board a RAAF KC-30A Multi Role Tanker Transport with three NZ Army personnel: Lt Catherine Dymock, Wo2 Greg Molloy, Ssgt Heath Southcombe; and two other RNZAF personnel: WgCdr Steve Hunt and FLTLt Ron Hunt.

Talisman Sabre is a biennial training activity jointly sponsored by the Australian Defence Force (ADF) Joint Operations Command and the US Pacific Command to train the United States 7th Fleet and Australian Deployable Joint Headquarters staff members as a designated Combined Task Force. Australian TS13 spokesman Brigadier Bob Brown described the exercise as a training activity that would see US and Australian forces mobilise to react to a fictional scenario: “The scenario will be a peace enforcement mission that sets the conditions for the task force to hand over to a United Nations peacekeeping force”. Approximately 21 000 US and 7 000 ADF personnel were involved in the exercise, along with other Australian Government agencies including the Department of Foreign Affairs and Trade, AusAID, Australian Federal Police, and Australian Civil-Military Centre.

An Air and Space Operations Centre (AOC) is a type of command centre used by the USAF and other coalition forces. The TS13 Combined Task Force Commander assigned a Coalition Forces Air Component Commander (CFACC) to lead the 613th AOC weapon system. The CFACC was responsible for planning and executing the Talisman Sabre air elements, live and simulated. There were five divisions within the AOC. These divisions fuse information that inform the Air Tasking Order.

WgCdr Hunt and I were employed in the Strategy Division of the AOC; FLTLt Hunt was a part of the Intelligence, Surveillance and Reconnaissance Division. The 613th AOC consisted of over 300 personnel and operated at a major combat operations level. The size and scope of the 613th AOC can be comparable to the USAF CENTCOM Combined Space and Air Operations Centre that coordinates Operation Enduring Freedom out of Al Udeid Air Base in Qatar. The AOC encountered its fair share of integration issues at first, but an established battle rhythm was soon in place, which lead to the unprecedented integration of air, land and maritime forces from three countries in the Pacific Region.

TS13 AOC highlights included the coordination of a 300 person parachuting drop into the Shoalwater Bay Training Area (Queensland). The paratroopers were dispatched from five USAF C-17s following an 18 hour direct flight from Elmendorf AFB (Anchorage, Alaska) to the east coast of Australia. This was supported by five KC-10 tankers that provided air to air refuelling over the Pacific Ocean.

For the RNZAF personnel, the aim of the exercise was to win the war, improve operability with the ADF and PACOM, and to gain skills and knowledge in our specialist areas to advance the NZDF’s own goals leading into Exercise Southern Katipo 13. Well, we won the war, we made some friends with the Aussies.
and US, and we have brought back a few ideas that we’re keen to implement into future events. Our diligence was recognised at the conclusion of TS13 with WGCDR Hunt and SSGT Southcombe receiving a Vice Commander Pacific Air Forces Award for their efforts at the 613th AOC.

Sending NZDF personnel to be a part of a massive exercise that was TS13 gave the 12 individuals great exposure to coalition operations being carried out on a grand scale. Colonel Cihak, Chief of Strategy Division 613th AOC, summed up the exercise quite succinctly and in classic US fashion: ‘This amazing, rapid integration of Australian, New Zealand and the United States forces further demonstrates and affirms the unshakeable alliance our three nations hold dearest and at our core’.

Exercise Talisman Sabre 13 Vice Commander Pacific Air Forces Award For Wgcdr Steve Hunt – Citation

Wing Commander Edwin (Steve) Hunt deployed to the 613th Air Operations Centre (AOC) at Joint Base Pearl Harbor – Hickam, Hawaii to participate in Exercise Talisman Sabre 2013. Talisman Sabre is a biennial training activity jointly sponsored by the Australian Defence Force (ADF) Joint Operations Command and the US Pacific Command to train the United States 7th Fleet and Australian Deployable Joint Headquarters staff members as a designated Combined Task Force. Involving all four services of the United States Armed Forces and the Australian Defence Force, Talisman Sabre 13 is the ADF’s largest joint exercise spanning all land, air and maritime warfare disciplines. This includes amphibious operations along with traditional land and air elements.

WGCDR Hunt was a key member of Pacific Command’s Combined Force Air Component Commander’s (CFACC) Strategy Division. He was employed as an Air Tasking Order (ATO) Coordinator, a role crucial to facilitating communication of the CFACC intent through the entire air planning cycle from strategy, through to execution and assessment. WGCDR Hunt stood out amongst his colleagues through his ability to influence the various AOC teams involved in the battle rhythm process. As the eyes and ears of the AOC director, WGCDR Hunt was able to maintain continuity of effort across the multiple AOC divisions. This effort captured the CFACC’s vision and intent, and also helped to produce a coherent and successful strategy that overwhelmed an opposing military force.

WGCDR Hunt has been recognised as an “Outstanding Performer” of Talisman Sabre 13, placing him in a select band of operators at the 613th AOC. WGCDR Steve Hunt is awarded the Vice Commander Pacific Air Forces (Lieutenant General Stanley T. Kresge, CFACC for TS13) Award and coin.
No. 3 Squadron

No 3 squadron’s crews spent late August undertaking challenging training in the Nelson Marlborough / Saint Arnaud range area.

“Flying in the mountains requires different skills,” said WGCDR Marcel Scott, the squadron CO. “So each year we conduct Exercise BLACKBIRD in the Dip Flat training area to train new pilots and maintain the currency of the experienced pilots.

“The Nelson Marlborough Saint Arnaud range is an ideal location to carry-out mountain flying due to the weather, altitude and terrain and its proximity to the support available from RNZAF Woodbourne,” said WGCDR Scott.

As well as the flying experience, the mountain camp enabled the RNZAF support teams to gain experience in deployed operations. This training ensures our personnel are well prepared to carryout their duties throughout New Zealand or in the Pacific where humidity and mountainous terrain presents similar challenges.
No. 3 Squadron

LAC Logan Cameron, one of the deployed Fire Section, watches flight operations.

The Force Protection deployable unit give close protection to one of the Iroquois at Dip Flat.

An Iroquois of No. 3 Squadron comes into land with the HCM standing on the starboard skid.

AC Taylor Elley reconnecting an engine instrument indicator that he had replaced during routine maintenance.

LAC Tom Poole working on a helo after a flight; he is reconnecting a fuel line to the main fuel filter.

CPL Al Smith flat out doing a Block 3 daily inspection on an Iroquois.
The Air and Space Interoperability Council Force Protection Working Group (ASIC FP WG) seeks to advance interoperability between the Air Forces of Australia, Canada, New Zealand, United Kingdom and the United States in the specialist area of Force Protection (FP).

FP is a term that is frequently used to describe an extensive range of measures applied to mitigate the risk of adversary action or threats against military, naval or air forces. The ASIC FP WG focuses on FP measures that specifically address aspects of the security and protection of aircraft, personnel and aircraft operating sites.

The RNZAF gains a great deal from membership of the ASIC FP WG through access to the world-class knowledge and contemporary operational experience of our ASIC partners that cannot be obtained from within NZDF resources. Furthermore, the ASIC FP WG also serves as a link to the air specialist FP fora of the North Atlantic Treaty Organisation and the European Air Group.

The specialist knowledge gained from the ASIC FP WG and its associated organizations is directly relevant to the following functions performed by the RNZAF FP trade:

- active ground defence of aircraft operating sites;
- core military skills and operational level of capability training;
- aircraft security operations—including aircraft guarding and air transport security;
- military working dogs; and
- passive measures to provide protection from chemical, biological, radiological and nuclear (CBRN) threats.

The incorporation of an extremely broad range of functions within the RNZAF Force Protection Trade allows the RNZAF to make a distinct contribution to the ASIC FP Working Group. These functions include ground defence, physical training, drill and ceremonial, investigations and security policy. This enables the RNZAF FP Trade to offer the ASIC FP WG a vision of a ‘100 strong, homogenous FP micro-system’ optimised to meet the constantly evolving operational requirements of the RNZAF and NZDF Future 3S operating concept.

In return, the RNZAF (and NZDF) will benefit from ‘lessons learned’ and other recent experiences of our ASIC partners. Current issues of work for the ASIC FP WG include CBRN protection lessons; enhancing the interoperability of aircraft security operations; mitigating the risk of active ground threats to aircraft; FP training; blast protection; and airbase surveillance.
RETIREMENT OF THE P-3K SYSTEM INTEGRATION FACILITY

By Mr Ian Young, No. 230 (Mission Support) Sqn

Earlier this year the last of our P-3K Orions headed for Woodbourne to be modified and upgraded as a P-3K2, then in August we saw the retirement of the P-3K SIF, the ‘old’ Orions’ major software development tool.

Thirty years ago (November 1983) the first P-3K Orion aircraft modified in Seattle under Project Rigel was delivered to our Air Force. As part of Project Rigel a specialised software support and maintenance unit was opened at Whenuapai in 1984. The Operational Software Maintenance Unit, or OSMU, was staffed by a team of five, four of whom had spent over two years in Seattle helping to develop the Orion P-3K Data Handling System (DHS) with Boeing Computer Services.

SqnLdr John Pryor, FLTLT Malcolm Turnbull, F/S Ian Young, SGT Alan McCord and the late W/O ‘Spats’ Nelson then worked at OSMU as Software System Analysts, designers, programmers and testers as well as maintaining documentation. The unit included a System Integration Facility (SIF) which housed a complete, fully functional Orion Tac Rail (Tactical Co-ordination Rail). This provided a test bed for software development and was also a very effective simulator for aircrew to conduct procedural training.

The (then) new DHS was well ahead of its time, with features and functionality that, in the 1980s, turned the heads of aircrew from allied air forces. Until the P-3K2 project was announced, OSMU just kept making the DHS better. A full colour PC-based operator station with a touch screen was introduced and the DHS was integrated with the MX-20 Electro-Optic camera on selected airframes. Both presented a huge leap forward in capability and added a modern touch to the Tac Rail with its otherwise antiquated monochrome displays.

One of the biggest challenges in keeping the SIF going for the last thirty years has been maintaining the now very outdated hardware, and sourcing spares. Fortunately an ex-uniformed Avionics technician, Mr Ted Smith, was around when Project Rigel was in its infancy. Ted has provided ongoing vital experience and knowledge to help keep the ageing equipment serviceable.

With the advent of the P-3K2 Update project, the OSMU was reborn as the Integrated Mission Support Squadron—today part of No. 230 (Mission Support) Squadron.

The OSMU building underwent extensive renovations in 2007, which required the SIF to be relocated in a much smaller room in a different building. The Tac Rail was literally sawn in two and reduced from five operator stations to three. CPLs Brian Corones and Ray Watts relocated and reconected the cut-down Tac Rail and all its support equipment, a mammoth task that was expected to take weeks—they achieved it in days; a great effort!

As the P-3K2 project got under way and the legacy fleet (ie the Project Rigel airframes) dwindled, demand for use of the SIF steadily declined. Two of the original OSMU team are still employed at 230 Squadron as civilians—Alan McCord now works on the P-3K2 Flight Deck Trainer while Ian Young has nursed the SIF through to its retirement.

The SIF is a piece of Air Force history that unfortunately will never be seen again. As a museum piece it had minimal value unless it could be kept in a working condition [unlike the Redifon cockpit simulator – see box]. Due to its nature this could not be realised and the SIF has now been dismantled. It will however live long in the memories of the many aircrew who trained on it and in the memories of the software developers and technicians who had the pleasure of maintaining it.

Paul Schwabe reports that the old (1967) Redifon Procedure Trainer for the C-130 and P-3B Orion is being disassembled and packed up, so it can be sent off to storage until the Air Force Museum at Wigram has enough space available for it to be set up there. The museum plans to display the reassembled Trainer in operating condition, so they will be able to let future visitors ‘fly’ the Hercules or Orion on various missions.
Our People

Sergeant Lindsay Norriss, of Blenheim, receives the New Zealand Distinguished Service Decoration for services to the New Zealand Defence Force.

Air Force personnel including Chief of Air Force, and Mr Ian Sexton attending the launch of Sandra Coney’s book ‘On the Radar’.

Aircraft and avionic technicians adventure training during Exercise Blackbird held at Dip Flat.

73rd commemorations of the Battle of Britain.
Our People

SQNLDR Bernie Pothan is presented with her Armed Forces Award by the Chief of Air Force.

RNZAF WO Promotion Course at the RNZN Marae.

AVM Peter Stockwell, LTGEN Rhys Jones and OWTR Victoria Amosa pack boxes for deployed personnel.

73rd commemorations of the Battle of Britain.
Near the Cadet Forces’ building at the western end of Ohakea, you will see a hive of activity in the corner of a stand of native bush adjacent to Base married quarters. Nestled, appropriately, amongst the majestic totara and towering kahikatea is the future Air Force Marae.

Three interconnected buildings will eventually form the marae complex:

- the wharenui (meeting house),
- the wharekai (dining block) and
- the wharepaku (ablution block).

The first two buildings are renovation jobs, re-using the old Ohakea Museum building relocated some time ago instead of being demolished [see AFNews 129 Sept 11.] Using the old Museum building (which incidentally was once part of the local primary school) gives our future marae a historic connection to the land and to Ohakea’s past. The ablution block will be a new building.

Renovation of the wharenui is at a point where it is now recognisable as a wharenui—our marae complex is beginning to take shape. That said, there is still a lot of internal work to complete. The wharenui is very large, in fact it is larger than either the Navy’s or Army’s wharenui (not that I’m boasting!) Our wharenui will include a Kaumātua room with a couple of beds in it, for those whose aged bodies are no longer so happy about sleeping on the floor!

In the not-too-distant future the strip-out and renovation of the wharekai will commence, followed by the ablution block build. A continuous open deck will connect the three elements together.

A huge thank you goes out to the Army engineers from Linton. They have generously picked up the renovation task for us, both as a training exercise for them and as a cost saver for us. They have done an awesome job so far and their professional approach is reflected in the quality of their work and their rate of progress to date.

Traditional decoration such as whakairo (carving), tukutuku (woven panelling) and kowhaiwhai (painted panelling) will be added in due course. Whakairo are very expensive so it is likely that the Air Force Marae will open with very few internal carvings initially. Of course the front of the wharenui will be carved for the opening, but the rest will come later, as will the closing-in of the deck to keep everything enclosed.

We affectionately refer to that as ‘the 10 year plan’ which in short means doing those things that we can’t afford to do now or aren’t absolutely necessary for the Air Force Marae to function!

It has been a labour of love for all those involved in bringing
the Air Force marae to you. It hasn’t been easy and there is a lot more work ahead yet. We are all conscious of the tight economic climate and we have no illusions of grandeur regarding what our marae may look like upon opening. The main goal is to get a functional marae up and running that we can be proud of—which we can then ‘pretty up’ as we go.

We are on track for our opening Day, which is planned for November 2014. In little over 16 months Air Force will stand beside our Army and Navy whānau (families) in the knowledge that the three Services’ triangle of marae is complete.

To my fellow members of the Air Force iwi—Te Tauarangi o Aotearoa—the Air Force marae will belong to us all from CAF to AC, uniformed and civilian, male, female, Māori, pakeha, present, past and those yet to come. It will be your tūrangawaewae (standing place) and the hub of the Māori cultural element of our RNZAF culture. Grab it with both hands and piki ake [step up]. As the proverb that opens the Air Force haka reminds us:

Ehara taku toa i te toa takitahi engari he toa takitini
My successes are not of my doing alone but of the efforts of many

As a result of our Future 35 vision and its focus on developing an NZDF Amphibious Task Force Capability, the New Zealand Defence College (NZDC) has been involved in producing several Amphibious Operations courses.

Recently Learning Solutions North and the Training Technology Unit (TTU) developed an eLearning package: Introduction to Amphibious Operations. This course is an interactive, high quality product, covering the basic concepts of Amphibious Operations from a New Zealand perspective and the doctrine within which we operate.

This course has been produced for personnel posting to Joint Force Headquarters, who are expected to have a basic understanding of the topic, and as a pre-requisite to the Advanced Amphibious Operations Course. This is also a resource available for all personnel within the NZDF to enrol in and complete. The course is highly recommended to anyone with an interest in NZDF Amphibious Operations!

• From Internet Explorer go to the NZDF LMS (http://lms.nzdf)
• Click “OK” then click on the “Search Catalogue” button on the left hand side of the window.
• In the search fields select “NZ Joint Defence” in the “Organisations” field.
• Enter the text “Amphibious” in the “Search Text” field and then click “Search”
• Click the text “D01001 – Introduction to Amphibious Operations”

Enrolment Instructions:

• Click “Continue”
• You have now enrolled in the course, click the “Study” Tab and it should be available to access in the “Online Courses” section.
Each year Exercise LONGLOOK enables our personnel and British armed forces staff to undertake unit-level working exchanges within our defence forces. Two from the RNZAF who took part this year were LAC Abby Lomas from No.230 Squadron and CPL Stacey Adam from Base Medical Flight, Ohakea. They report:

LAC ABBY MEGAN LOMAS:
I was fortunate to be chosen to participate in LONGLOOK, which began with a four day journey to the UK. During my four month exchange I was attached to Tactical Imagery Intelligence Wing (TIW) at RAF Marham in Norfolk—the middle of nowhere (in UK terms)! TIW specialises in the exploitation of Electro-Optical and Infra-Red imagery, producing intelligence products in direct support of deployed operations.

The exchange gave me the opportunity to learn a range of new skill sets and work with new systems, software and imagery sensors, including the Reconnaissance Airborne Pod for Tornado (RAPTOR), which is carried on the Tornado GR4.

The transition from a small section of seven to a Wing of over 170 personnel was a huge change, but I soon made some great friends who, when we had leave, were thrilled to show me around the UK. LONGLOOK 13 was a great opportunity for me to develop as an imagery analyst, as well as giving me the chance to see another part of the world.

CPL STACEY ADAM:
My exchange began at RAF Valley on the Isle of Anglesey in North West Wales (Prince William was posted there too). During my time at Valley I worked at the Medical Centre and spent some time with the SAR Squadron (yes, I did see the Prince). I also had the opportunity to fly in one of their T1 Hawks.

I spent about a month there and during the rest of my time the RAF made arrangements for me to visit a number of other RAF Stations and various medical units, to work alongside Accident & Emergency teams and participate in training. For example I was smoked out of a Hercules mock-up as part of fire and evacuation training and I observed MERT (Medical Emergency Response Team) training and a Medical Pre-Deployment Training for Afghanistan.

These visits all proved to be beneficial for my professional development and gave me an oversight of the RAF Medical Services as a whole.

Two particular highlights were, firstly, working alongside other Defence staff at Birmingham Hospital, where casualties from Afghanistan are admitted on return to the UK.

Following that, I worked at The Defence Medical Rehabilitation Centre (DMRC) - commonly known as Headley Court. This is an amazing facility with amazing staff and—the most important people of all—the awesome patients. This was a unique and humbling experience for me, which I will hold onto for a long time.

While in North Wales I visited castle after castle, then I was taken ‘Nessie-hunting’ in Scotland (and of course saw more castles) as well as Guinness-tasting in Ireland (and yet another castle!)

I also crossed the Channel to Europe, with brief visits to Belgium (with SGT Sandi Cooper), Rome and Pompei (which made me realise I should have spent more time listening to my teacher in 7th Form Classics!) In my last week we went to Edinburgh to see the Tattoo (thanks to the NZ Army Band who hooked us up for tickets!) This was a brilliant way to end my time in the UK and a must-do for anyone if they get the chance.

A LONG LOOK WITH THE RAF
When WGCDR Andy Green came to Whenuapai in July, he was in New Zealand as part of Bentley’s ‘Mulsanne Visionaries’ programme. Bentley is a sponsor of the Bloodhound Supersonic Car project—WGCDR Green was the first man to break the sound barrier in a land vehicle. WGCDR Green was of interest to many at Base Auckland, not least SQNLDR Paul Cockerton and SGT Mike Cotton who had served with him in the RAF.

SQNLDR Paul Cockerton said “I figured that you only get one opportunity to talk to a person like Andy; we talked about our time in the RAF working on the Tornado aircraft and also about Richard Noble and the Thrust programme.”

ThrustSSC (SuperSonic Car) was a jet-propelled car developed by a team led by Richard Noble in the UK. Driven by WGCDR Green, Thrust SSC broke the World Land Speed Record with a speed of 1,228 km/h (763 mph) on 15 October 1997 and became the first car to officially break the sound barrier. It was powered by two afterburning Rolls-Royce Spey turbofans, as used in the British version of the F-4 Phantom II. The date of the record breaking attempt was almost exactly 50 years after COL Chuck Yeager first broke the sound barrier in the Bell X-1 research aircraft in 1947. Today, a new team including WGCDR Green is working to break ThrustSSC’s record and achieve the goal of 1,000mph on land.

SQNLDR Cockerton spoke about this to Andy Green: “I wished him huge (and safe) success with the Bloodhound project. He mentioned that the area in South Africa that they are using for the Bloodhound record attempt was only just big enough to get the car up to speed and safely halted again afterwards. He said that there is a huge flat plain in South America that is over 100km long that they could use, but that it is 40 miles down a bumpy mud track for access, so not practical!”

SGT Mike Cotton was posted to RAF Wittering when WGCDR Green was OC Ops in 2003/4 and the base operated Harrier GR7 and T10 aircraft. WGCDR Green also owns and flies an Extra 300 aerobatic aircraft and SGT Cotton was the first licensed aircraft engineer to go the factory in Germany to do a type training course on them back in 2005. Mike also wished him luck for his record attempt.

While in New Zealand WGCDR Green represented Bentley and their vision for the future of automotive technology to the newsmedia, and to Bentley customers and enthusiasts. The BloodhoundSSC project has British government support as a means of boosting school students’ interest in science, technology, engineering and mathematics—a once-in-a-lifetime opportunity to inspire the next generation of scientists and engineers. The Bloodhound SSC educational programme can be accessed at www.BloodhoundSSC.com

A VALUABLE CASE STUDY

The Thrust team leader, Richard Noble, has written Thrust—through the sound barrier (Partridge, UK 1998) which is an exciting case study on leadership, team building, marketing and project management. In 1983 Richard Noble had broken the world land speed record with his earlier car, Thrust2, which was powered by an RR Avon jet engine from a Lightning fighter. Thrust2 reached a speed of 1,018 km/h (633 mph). Both Thrust SSC and Thrust2 are now displayed at the Coventry Transport Museum in the UK.

Below: The team with their supersonic car in 1997. A new car has been designed for the 2015 attempt to reach 1000mph.
Our Heritage

SOMALIA 1993
A TEST OF VIGILANCE AND NERVE

By Richard Jackson, Editor

On 07 January 1993 three Andovers of No 42 Sqn supported by Hercules and a B727 from No 40 Sqn, arrived at Mogadishu in support of the international relief effort Operation RESTORE HOPE, which was undertaken by a UN-approved Unified Task Force (UNITAF).

WGCDR Bob Henderson recalled for NZ Wings magazine that ‘The first thunderstorm to visit Mogadishu in 15 years chose our arrival time to be parked right over the city. The storm shut down first the radar, then the navaids, then the ATC radios. Our Andovers ended up in a holding pattern along with everyone else, which at the end of a long flight [from the Seychelles] to an unfamiliar and perhaps unfriendly airfield caused our meagre fuel reserves to look even smaller.’

Commanded by WGCDR John Duxfield, the 60-strong detachment occupied their camp on the airfield and proceeded to support the US-led international intervention. The coalition aimed to enforce order so as to send relief supplies throughout a country ravaged by famine.

The previous UN mission, UNOSOM, had been hamstrung by its non-military structure, while the Somalia warlords were motivated only by their own clan’s needs; the national government and structures had collapsed. Thus the Unified Task Force was sent in with robust rules of engagement and the task of protecting the aid and distributing it to those in need. The NZDF named our contribution as Op SAMARITAN.

NZ Defence Quarterly [in its very first issue that year] reported that the RNZAF aircraft ferried: Aussie troops, US Marines and VIPs to the occupation areas in the nor-west and south of the country; personnel to Nairobi [Kenya] and fresh rations back; and even farming implements and money (some 22 billion shillings to pay Somalia aid workers).

Early on, our Andovers also dropped some two million leaflets over various communities, to warn villagers and gunmen not to molest aid convoys. However the hot air of the desert meant the flimsy leaflets stayed suspended in the thermals; sometimes the Andover crews had to fly around an airborne mass of leaflets that they had dropped just a few minutes before. Reducing the drop height to 250 feet corrected the problem, but wasn’t so good if small arms fire was likely.

The Andover leaflet drops were part of a Psy-ops campaign, which aimed to explain the peacekeepers’ presence and defuse any opposition or thievery. With no aids to navigation and few landmarks — just two rivers brought narrow strips of green to the largely desert region — our crews relied on GPS to find the remote villages.

Our detachment soon developed a routine: ‘Morning Star’ flights to Kismayu and back each morning; then afternoon flights to Baledogal and Baidoa (where the Australians were deployed). Bardera, 300 miles west of Mogadishu, was another regular destination. At most remote destinations the only Air Traffic Control was a soldier with a radio in a 4WD; ‘Caution, camels on the runway’ was a common warning.

Aussie troops were frequent users of the Andovers, but many of the US troops at first assumed the RNZAF Loadmasters would carry on all their baggage. The Kiwi Loadmasters had to explain
real to the young US troops…

Over the whole 6 month deployment our Andovers flew 233 sorties, carried 7620 passengers, and 343,775 lbs [156,300kg] of freight. For the task force commander the Andovers ‘filled a valuable niche, between the C-130 and the smaller light twins.’

While the air traffic was all friendly, the risk of collision with helicopters, gunships and other transports—including a multitude of C-130s—in uncontrolled air space was ever-present. Mogadishu airport had up to 140 movements a day, with USAF C-5 Galaxies, and chartered Antonovs among the daily visitors. The US Navy ran the air traffic control (it took them a while to understand what an Andover was). Fortunately the single runway, 05/23, was 12,000 feet long and the coastal breeze was consistently from the Nor’west making 05 the preferred runway. But the Kiwi ramp was at the upwind end and with no taxi-way and busy traffic, downwind take offs were common.

The RNZAF camp was right next to the ramp, so everyone knew when the Andovers were operating—the Rolls Royce Dart turboprops had a characteristic scream. Noise was the dominant feature in the camp—aircraft, generators, heavy vehicles. All the tents were protected with walls of sandbags; Somali gangs continually clashed in the city, snipers sometimes targeted the airfield. With our personnel in good health, the RNZAF medical team assisted at a number of clinics off the airfield.

[The NZ Army logistics platoon, which was our contribution to the subsequent UNOSOM II, entrenched themselves in ’Taniwha Hill’ and endured—among other things—incoming mortar rounds, fortunately the biggest proved to be duds.]

The beach next to the airfield was initially open to swimming, but after some shark attacks it was closed to UN and UNITAF personnel. While it was open, Flight Steward Tracey Leeney was famously photographed in beachwear with Steyr accessory.

When our Andover detachment returned home in late May 1993, the RNZAF team knew that they had performed well. But no-one was optimistic about Somalia; they had seen too much damage and glimpsed too many personal tragedies. Despite the efforts of all the contributing nations, Somalia remained ‘a sad country’.

THE UN IN SOMALIA

Following the collapse of government authority in Somalia and a famine, the UN authorised a mission to support humanitarian aid efforts. In March 1992 the UN Security Council authorised United Nations Operation in Somalia (UNOSOM) a force of military observers, security personnel and logistic support staff to monitor the cease-fire and help to restore order, provide security for UN personnel and equipment, and escort deliveries of humanitarian supplies.

Despite being strengthened later that year, UNOSOM could not achieve its mission so in December 1992 the UN approved a coalition of peacekeepers to be led by the United States. The reorganized force was called Unified Task Force (UNITAF).

On 09 December UNITAF forces begin to arrive in Somalia to undertake Operation RESTORE HOPE, the safe distribution of humanitarian aid to alleviate famine. Over the next six months UNITAF proved successful and the mission, as planned, returned to UN control. On 04 May 1993 UNITAF was dissolved and UNOSOM II took over UN operations.

The very next month an incident led to the deaths of 20 Somali civilians and 24 Pakistani peacekeepers. From there the situation deteriorated. In October 1993 the ‘Blackhawk Down’ clash occurred. The UN mission persisted but in August 1994 the decision was taken to withdraw and by March 1995 the UN had left. Somalia has lacked an effective national government ever since.

OBJECT OF THE MONTH

By Michelle Sim, Archives Technician

1995/372.2 – Leaflet from Operation Restore Hope

This is a sample of one of the millions of leaflets dropped over villages in Somalia during Op RESTORE HOPE in January 1993. The leaflets were issued by the US Psychological Warfare Battalion, and were intended to warn local villagers not to interfere with the UN food convoys that were passing through the area as part of the humanitarian relief operation.

The first leaflet drop was carried out on 11 January 1993 by Andover NZ7627 of No. 42 Squadron, the first time an RNZAF aircraft had performed this task since WWII. By 14 January, 42 Squadron had delivered 820,000 of the 4 million leaflets dropped over the Baidoa-Bardera region of Somalia.

This small leaflet, which measures 150 x 75mm, features a printed message in Somali on one side, reinforced by a picture on the other. It was collected by SQNLDR Paul Harrison during the first nine days of the operation at Mogadishu Airport, Somalia, 5-14 January 1993.
After leaving the RNZAF in 2006, for a change of lifestyle and to raise two children, CPL Erica Riddle decided in 2012 that the time was right to come back. Her experience of re-enlisting has been all positive, she said, in an interview for AF News.

RE-ENLISTMENT  ERICA’S STORY

CPL Erica Riddle first joined the Air Force in 1997, as a gateway to get out of a small town and have an adventure. “I certainly achieved this, working in the LOGSPEC trade including a deployment to the NSE in Darwin and travelling to East Timor in 2001.” Soon after Erica joined, she met the man who became her husband, SGT Trev Riddle.

Erica progressed her career by utilising the NZDF study schemes, with full-time sponsored study leave at Massey University in 2005. That opportunity and the deployment were her personal highlights from her first enlistment.

Erica and Trev decided to leave the Air Force in 2006 and moved to Australia for a change of lifestyle and the warm Queensland weather. She committed to being a full time mum to her two daughters, but continued her studies extramurally through Massey University, to complete her Bachelor of Business Management.

So why did Erica decide to re-enlist?

“Having finished my degree in 2012, I was weighing up graduate programmes and employment options when I also considered re-enlisting. I don’t deny that re-enlisting had its pros and cons, but I couldn’t overlook it for the opportunities available, the calibre of the workforce, family policies, culture and remuneration offered, compared with equivalent options I had to choose from.”

Plus, her husband had already re-enlisted. Erica contacted a RNZAF recruiter and went from there. “Naturally, my only apprehensions about coming back were fitness and the lack of up-to-date knowledge. In fact the fitness requirements were achievable and I found that re-learning was fast.” The re-enlistment process time is dependent on each candidate—Erica’s was smooth and quick and she was back in uniform only three weeks after her first email!

What’s it like to be back and why has this been the right decision?

Erica is currently working with the NH90 supply chain and loves the team she is working with. “Re-enlisting has been the best decision, confirmed by good moments like the Woman’s Development Forum, adventure training, a recent Supply Logistics conference, and taking up further tertiary study.”

Despite some bleak winter days in Ohakea and not yet being fully immersed in the Feilding community, Erica knows she is back in the right place with plenty of career possibilities to look forward to.

“I can map out to an extent what my future in the RNZAF may
hold, but I also like that you never know what fresh opportunities are coming up that may change your plan for the better.”

Erica sees more career opportunities ahead. “I plan to extend my leadership experience, to be considered for promotion to Sergeant. As well I aim to continue to develop my Supply knowledge, along with post-graduate study.”

When Erica was asked what has made her feel welcomed back into the NZDF, it has been her long-time friends who are still serving who have made it feel like she never left! Strong friendships, support and the opportunities her Command has offered have helped her adjust easily and get involved in the RNZAF culture once more.

Erica has noticed big changes throughout the organisation and while job expectations are higher, she believes top-down communication has increased in leaps and bounds since 2006, and that she says is a great improvement. Erica’s advice to ex-personnel considering re-enlistment is to make sure you want “come back for the whole package and not only for the pay and job security motivators”.

How would Erica describe her re-enlisting experience overall? “Absolutely positive!” Erica says she feels lucky to have a job that continuously challenges her. “I work with great people, have increased my fitness, and can manage to do it all with the opportunity to take flexible hours around my family”.

WE ARE ALL RECRUITERS

Whether you are current or ex-serving, regular or reserve, military or Defence civilian, everyone is a recruiter.

In July 2011, the tri-service Defence Recruiting Organisation (DRO) was formed and the outward brand “Defence Careers” was adopted. Our field recruiters (uniformed personnel) recruit for all three Services. Each recruiter has a breadth of knowledge of all NZDF trades to provide would-be recruits the information they need to make an informed decision on what Defence Career would best suit them. Of course the stories you tell to a potential candidate will also influence their decision to apply. To help you provide the best advice, here is a quick look at the military recruiting process as it stands today:

Step 1: Candidate applies on-line via the www.defencecareers.mil.nz website
Step 2: If candidate meets minimum entry requirements they then attend an assessment day (aptitude and physical testing)
Step 3: If candidate passes, initial medical and security clearances need to be gained.
Step 4: Candidate then attends an interview with a recruiter from the Service to which they are applying.
Step 5: Candidate is selected by Wellington-based ‘paper’ selection, or attends a residential selection board if required for trade/service.
Step 6: If selected, the candidate will receive an Offer of Service (OOS).
Step 7: Candidate will attend an Induction Day to complete pre-enlistment admin and entry fitness test (fitness test for Army only)
Step 8: Travel to join intake and attest

QF 32
By Richard de Crespigny
Macmillan, Sydney, 2012

Three years ago Qantas Flight 32 climbed away from Singapore’s Changi airport on a scheduled flight to Sydney. It was also a check flight for the aircraft captain, Richard de Crespigny; curiously it was also a check flight for the Check Captain, so two checkers were in the cockpit with the regular 3-man crew.

 Barely three minutes into the flight and as the A380 reached 7,400 feet, the No 2 engine exploded. A faulty lube oil installation sprayed oil into a turbine and the rear of the engine was destroyed, with the spinning turbines spraying shrapnel throughout the starboard wing and into the fuselage—some 500 impacts, each with consequent damage. Most of the airliner’s major systems were degraded, with some knocked off-line entirely.

The airliner could have crashed, with the likely loss of all 469 on board. That QF32 didn’t crash is a reflection of the airmanship, team-work, determination and experience of the crew in the cockpit. Richard de Crespigny, the pilot in command that day and the author of QF32 takes the reader through the whole crisis, explaining what was happening, why it was critical and how he and his crew coped.

The book begins with the highlights of de Crespigny’s flying career, which began in the RAAF. He wanted to fly F-111s but the realities of life in the Air Force meant he flew Caribous, Iroquois and Macchis, before he elected to leave and join Qantas. The author then takes us through his Qantas experience, beginning on Boeings then switching to Airbus, before reaching the top with command of the A380.

The reader is halfway through the book before the QF32 near-disaster occurs; the remainder of the book is a lucid account of the accident and his crew’s handling of it. De Crespigny collaborated with professional writer Mark Abernathy and between them they have created a very readable yet authoritative and exciting account.

The whole incident makes a great case study, a source of lessons not only for pilots but for leaders in other settings too. It is also a valuable example of the human reaction to great stress; de Crespigny is frank in describing his reactions after his return to Australia, and positive about Qantas’ understanding of his reactions.

QF32 is recommended reading, not only for all in the aviation community, but for potential passengers as well—de Crespigny’s account makes it clear that even passengers can play a positive part in achieving a safe result for all on board. The book is an affirmation of the extraordinary resilience of modern aircraft and their systems. But most importantly, QF32 underlines the importance of knowledgeable and experienced people in the crew, over-seeing the systems.
The NZ Cadet Forces hosted a very successful International Air Cadet Exchange tour from 22 July to 7 August. Our visitors were from:
- the UK Air Training Corps
- the US Civil Air Patrol
- Canada’s Air Training Corps and
- the Royal Netherlands Aeronautical Association.

The purpose of the International Air Cadet Exchange (IACE) is to promote international understanding, goodwill and fellowship among the youth of the world. The visiting group was met and hosted by our local ATC units during their visit.

The visit began with a look at RNZAF Base Auckland (Whenuapai) and the Naval museum at Torpedo Bay, Devonport. It was a relaxed day, before we headed south.

On the way down the centre of the North Island, the Air Cadets enjoyed many more Defence and cultural experiences: museums, a visit to Te Puia at Rotorua (including rolling down the hill in a large plastic ball – zorbs), base tours at Ohakea and Waiouru, and a marae stay at Waiouru.

The formal part of the tour was conducted in Wellington, where the group visited HQNZDF and we were privileged to share morning tea with VCDF and the Service Chiefs. Since CDF was away, CAF stood in and spent time chatting with all the cadets. The group also met the Minister of Defence, enjoyed a tour of Parliament, visited Te Papa, the Tomb of the Unknown Warrior, Weta Workshops and later a tour of Government House.

We crossed to the South Island in an Inter-Islander ferry. After a day at Woodbourne, the party went by bus, stopping to get ‘up close and personal’ with baby seals in their natural environment on the coast north of Kaikoura. At Queenstown they engaged in some of the adventure activities the area is famous for: Snow Tubing, Jet Boating, Bungee Jumping and the Luge. We returned to Christchurch where we visited the Antarctic Centre and the Air Force Museum.

We were mainly billeted with local ATC families in the main towns, but we were also accommodated on Defence Force camps and bases as we travelled around, and we spent one night in a youth hostel, so the group experienced a variety of venues and meals.

The group enjoyed wonderful Kiwi hospitality and New Zealand’s amazing scenery. When their tour concluded in Christchurch all had made many new friends and gained fond memories. They all mentioned their desires to return to New Zealand some day, to experience more of our wonderful culture and countryside.
**NO 7 SQUADRON (CITY OF HAMILTON)—FREEDOM OF THE CITY PARADE AND CHANGE OF COMMAND CEREMONY**

On 30 July cadets from several units around the Waikato and Western Bay of Plenty paraded along the main street of Hamilton to exercise their Freedom of the City and acknowledge the change of command happening for No. 7 (City of Hamilton) Squadron ATC. With the help of the Police and Traffic Management New Zealand, the cadets led by W/O Emma Brooks exercised the Freedom of the City given to the Hamilton Cadet Units in 1991.

Shoes shined, shirts ironed and trousers pressed, they were visibly a smart and well presented group of young adults! Councillor Peter Bos, with W/O Emma Brooks, inspected the parade of 83 cadets from:

- No. 7 Squadron (City of Hamilton) Air Training Corps
- No. 31 (Morrinsville) ATC
- No. 34 (South Waikato District) ATC
- No. 75 (Arawa) ATC
- TS RANGIRIRI Sea Cadets and
- the Hamilton City Cadet Corps.

Leading the parade was the Colour Party flying the Air Training Corps Standard: Under Officer K. Greenfield carried the standard, while F/s A. Dyer commanded the escort of corporals A. Sledger and S. Endres. Cadet C. Adams kept time with a snare drum, as the parade marched from Garden Place to the Hamilton Combined Returned Services Club on Rostrevor St.

On arrival at the RSA the parade was reviewed by Air Vice-Marshal Peter Stockwell, Chief of Air Force, who then addressed the parade and dismissed them for formal photos, followed by lunch. At lunch, a number of cadets were presented with course completion certificates for various leadership courses attended during 2013.

Chief of Air Force Commendations were presented by AVM Stockwell to Mr Ken Williamson and Mr Neil Fitzsimmons. It was a ‘first’ for civilians associated with the Cadet Forces to receive this prestigious award, which recognized their long service and wide range of roles within Cadets over the years.

The event also marked the Change of Command for No. 7 Sqn; the Unit Commander, SQNLDR Robin Peacock has stepped down after seven years of leading the unit.

**TWO COMMANDING OFFICERS**

SQNLDR Peacock joined No. 75 (Arawa) Sqn ATC in Rotorua in February 1983, progressing through cadet ranks until 1991. He continued to support the Squadron and was subsequently convinced to take a commission in NZCF. In 1993 he was appointed as a Pilot Officer, and in 1995 took command of the unit he had joined as a cadet.

SQNLDR Peacock has commanded three units in the Waikato since 1995. In 2006 he transferred to No. 7 (City of Hamilton) Sqn. He is passionate about Cadet Forces and remains enthusiastic for the value that cadets can gain from the NZCF.

The new Unit Commander is FGOFF Greg Dyer who grew up in Rotorua but eventually settled in Hamilton. He joined as Support Staff in January 2008 then commissioned in November that year as a Pilot Officer. He was promoted FGOFF in November 2011, and as Training Officer he has built up the training program for cadets within the unit and has made the ATC a significant part of his life.

**NO. 30 (HOBSONVILLE) SQUADRON**

*By FGOFF R Matthews, NZCF*

In mid-July, cadets and officers from No. 30 (Hobsonville) Sqn were able to visit No. 40 Squadron RNZAF and see No. 209 Squadron—Air Movements in action. The visit was intended to inform our cadets about these two squadrons.

Air Movements staff explained to the cadets how they process passengers and baggage, and showed them how the team build pallets to enable them to send cargo around New Zealand, the Pacific and beyond. Our cadets gained an appreciation of what Air Movements is all about, an aspect of air operations they had not previously considered.

With 40 Sqn, the cadets enjoyed an in-depth and up-close tour of both a Hercules and a Boeing 757. They were able to look over every inch of the aircraft, ask questions, learn about the systems, functions and roles of both aircraft and generally enjoy a detailed look at the inner workings of the Hercules and the Boeing 757—more than they ever expected!

The night with both RNZAF squadrons was enjoyed by all in our Squadron. Thank you to the Air Force for their support, and to all those who made the evening possible by showing the cadets around; this was a special experience that will be well-remembered by all who attended.
I had the opportunity to display the Focke Wulf 190 at Classic Fighters Air Show 2013. At such an event the pilot’s task is to display the aircraft in its environment, to give the aircraft a presence to create its personality. The German fighter was one of the stars of this year’s show and it was a privilege to display it in company with its historical nemesis, the Spitfire.

When the FW190 entered service from late 1941, it quickly proved superior to the Spitfire V, and so was given its grim nickname by the RAF. This FW190 is presented in the livery of Erich Rudorffer, during his operations in Finland in 1944. Rudorffer was one of the Luftwaffe’s high scoring aces with 222 kills.

The FW190 project has been a two-year adventure for me, with a few hiccups along the way. While I have been the lucky guy who gets to fly, the project has been a team effort. My thanks firstly to the owner, who entrusted his aircraft to me, then the support team from Classic Wings who facilitated the project and, of course, the engineering team—Jay McIntyre and his staff—who made it all happen.

Back in 2010 I was contacted to test fly a Flug Werk FW 190 reproduction which was destined for Omaka, with the aim of having the aircraft ready for the 2011 Classic Fighters Air Show. For me, this was like winning Lotto—I’ve had an affinity with these aircraft from schoolboy balsa model days!

Over 10 or more years Flug Werk have built a number of these reproduction aircraft, faithful to the original design specifications, with most flying in Europe or the USA. The airframe is built to the specifications of 60 years ago but fitted with an engine of ‘about the same weight and power’ of the original and fitted with a propeller that’s also ‘about the same’ as the original. There had been some problems with other flying examples, including one forced ditching because of a problem with the propeller pitch mechanism.

There was no one with recent experience to discuss this aircraft with; the Omaka folk provided some Pilot’s Notes which had been through a translation program. Many technical terms lost their context and meaning; however, a German-speaking colleague was able to assist. For example: ‘engine at the operating with only one magnet do not shake’ became ‘nil vibrations with single magneto’!

Meanwhile a test flying program was submitted to CAA; I based this on past P-40 and Yak 3 flight testing. The main goals were to prove the airframe / engine / propeller combination and then establish handling characteristics. The aircraft was held up in transit but Jay McIntyre and all worked their magic; ZK-RFR was ready for flight a few days out.

My first impression of the aircraft was awe. It has an aggressive stance—the big Russian Asch 82 engine exudes power, the aircraft has a sense of purpose. The cockpit is snug, apparently built around the average Luftwaffe pilot’s 5 feet 10 inches. The seating is almost supine with legs at hip level to help overcome
The FW190 has different systems from the American and British; it is all-electric, a reflection on designer Kurt Tank’s background as an electrical engineer. After a thorough inspection and briefing we began taxi trials. Starting the engine, it settles to a rumbling idle. On taxi-ing, it was soon apparent that the brakes were on the weak side, and the long undercarriage is harsh, finding every ripple in the airfield.

Time to fly. But there were a couple of unknowns: firstly, the trim positions. The aircraft has a trim-able horizontal stabilizer and fixed tabs on the rudder and aileron. With no better knowledge we set those at neutral. It also has a wide chord propeller and reasonably small rudder—there was likely to be take-off yaw!

My first impression of the aircraft was awe. It has an aggressive stance—the big Russian Asch 82 engine exudes power, the aircraft has a sense of purpose.

I eased on the power smoothly, bit more power, tail up, but—wha—we’re off to the left with full right rudder. With the harsh undercarriage it felt like a rally car on a dirt track; I won’t forget that take-off in a hurry! After take off, the first obvious problem were the trims, a boatful of right rudder, a handful of left aileron and plenty of forward elevator force were required to maintain wings level. At least the elevator could be trimmed, I had no option but to put up with the rest!

I settled into a cruise at 1500 feet. This aircraft was different to any other I had flown, the big Asch (while the same as the Lavochkin) seemed harsher, the cockpit unfamiliar, and the control trim remained a challenge. Well, that’s what a test pilot volunteers for!

Overhead the airfield I set some basic power configurations to check controllability, then made an approach to the stall to gauge a reasonable approach configuration. For my initial landing I headed to Woodbourne and lined up for grass 06. The first landing was acceptable if not pretty, the long undercarriage proving harsh but ground control positive. A further circuit and landing, then I returned to Omaka. Overhead Omaka and the right main undercarriage hung up. This is a bad look! After a little trouble-shooting I got the gear down and made a reasonable landing. The problem was traced (in German – Irish – English translation) to a ‘wiggly wire’ in the undercarriage-up lock.

On the fourth flight, as I was just beginning to get a feel for the aircraft, an engine vibration developed. To an old helicopter pilot it was a definite medium frequency, about the same as engine RPM. Omaka was only a few minutes away and I made a precautionary landing. After technical evaluation it was found the propeller needed to be removed and returned to the manufacturer in Germany for repair. We missed the 2011 air show.

Subsequently we completed 18 more hours test flying this aircraft. The test program was concentrated on establishing stable operating parameters, temperatures, pressures, fuel consumption, expanding the flight envelope by increasing the airspeed five knots at a time, checking climb and glide performance and exploring the stalling regime. The aircraft has negligible pre-stall buffet and when it stalls it is quite sharp with a positive wing drop (something to remember for aerobatics—it will bite!)

The next task was to expand the maneuver envelope, firstly increasing the airspeed, looking for any signs of control flutter. Then chandelles, high wingovers, aileron rolls, loops, barrel rolls and ½ cubans.

The Focke Wulf does not possess the classical handling of the P-40 or Spitfire nor the nimbleness of the Yak 3. I liken it to a helicopter with a neutral feel; once trimmed that’s it; between 180 – 550 k/hr (100 to 300 knots) there is no need for elevator trim and only a touch of rudder. The stick gets heavy with high speed but you don’t have to fight it as the trim changes. The FW190’s performance is impressive and as you develop a feel for it those classic aerobatics are delightful.

*The author served in the RNZAF from 1970 (beginning with No. 170 Pilots’ Course) to 1986. He spent most of his time on No. 3 Squadron, but was also posted to PTS/CFS. He was in the Red Checkers team, when it was led by Frank Sharp and John Bates. Frank Parker is now President of the NZ Warbirds Association, and “the lucky guy who flies the Focke Wulf, Spitfire, Kittyhawk CAG and a few others!” He looks forward to more displays during the coming summer air show season.

The Association is for all current and retired Air Force personnel and those who identify with our values of:
- Camaraderie and friendship
- Mutual care and respect
- Service to the community and nation
- Remembrance

Branches throughout the country.
Intereservice rugby league was contested at Trentham Camp, Wellington this year. Many of the Air Force players had participated in the Armed Forces Rugby League World Cup in June/July in Great Britain, and in securing silver medals against Australia, were keen to go one better.

With a rousing haka Air Force signalled their intent to give their all for the victory in their first match against Army. Things were looking good for the Air Force team with polished performances being put in right across the paddock. Unfortunately for Air in the last ten minutes of the match some inspired individual play by Sapper Jaxson Tagavaitau from Army saw Army rally to them secure a good come from behind victory 28-20.

On day two against Navy the Air Force game plan couldn’t be faltered, their passion couldn’t be questioned, and their execution was spot on. Navy were up for the challenge looking to subdue the Air Force with big hits, however in a hard fight Air Force kept their heads, and in a reversal of day one’s result it was Air Force’s turn to gain ascendancy in the closing stages of the match, and walking away with a 26-16 victory.

On the final day Navy faced of against Army, with Army securing a good victory 32-18 to claim the championship outright.

Thank you to Bases AK, OH and WB and their league management and officials. The selection of a competitive RNZAF team would not have been possible without your support. On behalf of the players our thanks goes to our coach F/S Roy Robati, manager CPL Josey Orum, OIC W/O George Mana, and our trainer Sgt Tua Taru.

Finally, congratulations to the following for their selection to the NZDF team: CPL’s John Moore, Alanson Smith, Marshall Tepania, David Walmsley, LAC’s Cam Nicholas, Matthew Phillips, Thomas Staunton, AC’s Cam Godfrey, Matthew Holtom, and Patrick Tafili-Reid.
In August the RNZAF Men’s Rugby Union Team visited Dunedin, playing two Sassenach Club selections. A loss in the first match against former All Blacks, current ITM Cup players and local up-and-comers identified developmental areas, and in the second match we scored some very good tries to prevail. Sam Cadman was named Player of the Day. Dunedin also provided great community engagement opportunities. In a visit to Monticello Home the residents successfully challenged us in bowls. Visits to King’s High and Otago Boys allowed us to talk rugby, and careers in the Air Force. Inter service rugby followed at the Massey Academy for Rugby. With fourteen changes from our 2012 King George V Cup winning team, we set two challenging goals of developing the new players and retaining the trophy.

In a hard fought match Army used their big forwards to hit the ball up the blind side. The strategy denied our talented backs quality ball, with Army narrow winners 24–22. Our tries were scored by Marcus Speck and Patrick Tafili-Reid. Overwhelming Army in their match, new-look Navy threw us a lifeline for the final. Strong defence against Navy’s big squad was key. At half time we were on track with the seven point buffer we needed to win the tournament. In the second half however, by denying us quality back-line ball Navy claimed the tournament victory 15–13, for the first time in ten years.

Special thanks to:
• The referees, all from the RNZAF.
• FLTLT Andrew ‘Charger’ Mockford organiser, player and part time manager.
• SQNLDR Ian Cokayne for instilling RNZAF Rugby with his professionalism.
• SGT Andrew Tihore who we look to, to carry on ‘Junkie’s’ good work.
• Our valued sponsors CAE, Beca, SG Fleet and KOOGA, without whose continued assistance the tour would not have proceeded.

Congratulations to Sam Cadman, “Dwah” Wanoa, Mike Emmerson, Ben Wyness, Marcus Speck, Patrick Tafili-Reid, Bryce Hessulin and Ian Cokayne, selected for the NZDF Team.
Recent Veterans Remembrance
Saturday 19 October 2013
Pukenoke, 1330 hrs
The Pukeko & Districts RSA would like to remember the contribution of our ‘Recent veterans’: Afghanistan, Bosnia, Bougainville, East Timor, Iran, Iraq, Solomons, 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.

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 Communication or contact Kieran.shanahan@nzdf.mil.nz

8th Annual Armistice Day Poker Run
9 November, Nelson.
Supporting the White Ribbon Ride 2013 against violence towards women and children!
Hosted by the Nelson Marlborough West Coast Chapter, Patriots Defence Force Motorcycle Club NZ Inc., Registration from 1000hrs at American Bobbers, Stoke. $20 Contact SGT Azza Wood, RNZAF Base Woodbourne.

Classics of the Sky Tauranga City Air Show
Auckland Anniversary Weekend, January 26, 2014.
Come to Tauranga to commemorate the centenary of WW1. WWI aircraft from The Vintage Aviator Limited as well as WWII and other NZ air show display aircraft, pyrotechnics, military re-enactors, and a range of trade sites.
www.tcns.co.nz, or email: airshow@classicflyersnz.com

Aircraft Profiles
Hamish MacDonald illustrates highly detailed, accurate aircraft profiles.
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The Hawker Siddeley Andover
The HS748 turboprop airliner was designed as a DC-3 replacement (it competed with the Fokker Friendship and HP Herald). The HS748 first flew in June 1960 and a number were bought by Mt Cook Airlines, for internal tourist routes.

The military version was developed to an RAF requirement for a medium tactical transport and first flew in 1963. Named the Andover, it proved effective, but attracted no other buyers so only 31 aircraft were built. It shared the same wings and forward fuselage as the HS748, along with more powerful Rolls Royce Dart engines. However, the rear fuselage was redesigned to incorporate clamshell doors and a loading ramp. The main undercarriage had a ‘kneeling’ feature to lower the rear of the aircraft to truck height, for freight operation.

The Andover was designed for short take-offs and landings from 500m (1640ft) semi-prepared airstrips, with the capacity for 44 troops, or Landrover-sized vehicles.

The RAF retired its Andovers in 1975 after just ten years of operations; the RNZAF saw an opportunity and purchased ten aircraft (NZ7620–NZ7629) in 1976. Our personnel referred to them as ‘Handovers’. Still in the RAF desert camouflage, they replaced the Bristol Freighters and Dakotas in the tactical transport role with No. 1 Sqn at Whenuapai and No. 42 Sqn at Ohakea.

Two aircraft were modified as VIP transports, painted in the RNZAF formal livery, and carried a range of VIPs including the Queen. The remainder were repainted in a primarily dark green camouflage scheme.

The aircraft were used widely; they could operate into the short, high runway at Waiouru and from small strips in the Pacific Islands. They took part in Pacific Island-based joint exercises and flew aid and community supplies to outlying villages when deployed to the Islands. But loaded range was a problem; to cross the Tasman they had to stage through Norfolk Island.

Our Andovers formed the main part of New Zealand’s contribution to two major post-Cold War UN missions: UNIMOG (Iran/Iraq) and UNITAF (Somalia).

Following the Iran-Iraq War of 1980–88 the UN formed a military observer group, UNIMOG, to monitor the ceasefire. As well sending some UNMOs, New Zealand sent one Andover and 18 RNZAF personnel to Iraq. The detachment left NZ in September 1988 and began operations in Iran from early October. The Andover flew between the UNIMOG sector HQs; the Kiwi aircraft was the mainstay of UNIMOG’s air transport capacity. Iran and Iraq reached a settlement in 1990 (after Iraq had invaded Kuwait) and the RNZAF detachment came home in January 1991.

The next international commitment for our Andovers was in Somalia 1993 [see page 28]. In 1984 No. 42 Sqn moved to Whenuapai and No. 1 Sqn was disbanded. In 1995 (as a result of tight defence budgets) the type was phased out of service. One aircraft (NZ7624) was scrapped but its hulk is now the Base Auckland fire trainer. Another (NZ7621) is held by the RNZAF Museum, the remaining eight were subsequently sold (a Belgian company used four on UN contracts).

The Andover was a useful tactical transport but compared with the RAAF’s DHC Caribou (which were in RAAF service 1964 – 2010) the Caribou was, overall, the better tactical transport.

With acknowledgement to Phillip Treweek.
HS Andover C1 Tech Specs

**DIMENSIONS**

- Span: 30.02m (98' 6")
- Length: 23.77m (78')
- Height: 9.15m (30' 1")

**WEIGHT**

- Empty: 11,577kg (25,524lb)
- Max: 23,133kg (51,000lb)

**PERFORMANCE**

- Max speed: 512km/h (320mph)
- Ceiling: 25,000ft (7,620m)
- Range: 2,613km (1,624miles)

- Capability: 44 troops, 30 paratroops, or three Landrover-sized vehicles, or 6365 kg (14,000lb) freight.

2-3 crew plus 44 passengers
STEP UP
AND SEE WHAT YOU CAN BE