ON PARADE
OHAKEA PARADES FOR THE GOVERNOR-GENERAL
HI-TECH COMMS TESTED IN SAMOA
NEW AIR MOVEMENTS TERMINAL
Our mission
To carry out military air operations to advance New Zealand’s security interests with professionalism, integrity and team work.

RNZAF Peacekeepers
To advance New Zealand’s security interests with professionalism, integrity and team work.

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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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NO. 3 SQUADRON’S STANDARD WAS PARADED AT OHAKEA FOR THE GOVERNOR-GENERAL ON 26 SEPTEMBER. THE STANDARD BEARER IS FG OFF KIERAN MORATTI, THE STANDARD ESCORTS ARE SGT PHIL MUDGWAY (LEFT) AND SGT ADAM TAVAVE (RIGHT) WITH THE STANDARD WARRANT OFFICER, W/O MICHAEL HENNESSY, BEHIND. PHOTO: CPL RACHEL PARK, CENTRAL PHOTOGRAPHIC ESTABLISHMENT, OHAKEA
Five months on...

Shortly after I first learned of my posting to DCAF, I was involved in an overseas visit (planned long before) and having dinner with some senior counterparts. One of them asked me about my new role and it was then that I realised how little I knew of the past five years’ evolutions of the RNZAF at the HQ level.

You’ll be reassured to hear that five months into the role as DCAF it has all become much clearer. So, for those who might wonder what we get up to in HQ, I’ll spend a few minutes describing my world.

DCAF is a busy role with many traditional command and control functions supporting the raise, train, sustain functions such as command responsibility for (in no particular order):

- Director of Air Force Safety and Health,
- Director of Career Management
- Chief Engineer (CENG)
- Operational Support Commander
- Commanding Officer Ground Training Wing
- Director Air Power Development Centre
- Director Air Force Museum

Official information requests are handled through my office—and can take considerable resources and coordination to process accurately within the required timeframes.

The role of DCAF also represents RNZAF interests, expertise and perspectives at a myriad of NZDF governance and committee fora, such as:

- the Capability Steering Group,
- the Health and Safety Committee,
- the Defence Force Superannuation Scheme Trustees,
- Armed Force Canteen Council,
- and many more.

Through these activities I have a close working relationship with my Navy and Army counterparts, and in things more closely aligned with Air Force business I work closely with the Air Component Commander, and have frequent contact with OCs 485 Wing (Auckland) and 488 Wing (Ohakea).

Many of my day-to-day activities fall outside the rigidity of more traditional structures and work responsibilities, and here it can take some time to become familiar with the landscape. The comforting thing here is that the sooner you get to know them, the sooner they become us.

As we have all come to know intimately, change is a constant in the modern Air Force, and the past few months have been no exception in HQ. When I look out of my office door I am greeted now by the spectacular sight of an enlarged sea of light blue.

This magnificent vista is the result of immigration brought about by the decolonisation of that old faithful stalwart of the Wellington scene—the Freyberg Building.

The recent arrivals, who are all part of the logistics community under the CENG (whose job title is Director of Engineering and Technical Airworthiness [DETA]), are DAE (Director Aeronautical Engineering), DPEC (Director Procurement and Engineering Certification) and DTAR (Director Technical Airworthiness Regulation). And, do you know what? They’re quite civilised neighbours!

I made a comment in my first First Word to the effect that I felt almost guilty about how much I was enjoying the job. Well, five months on the guilt continues!
MINISTER VISITS OHAKEA

The Minister of Defence Hon Jonathan Coleman visited Ohakea during a visit to the Manawatu defence bases on 07 October. He flew from Linton to Ohakea in an NH90, met with personnel from HTU and spent some time at Central Cadet Forces to talk to Army cadets before he walked through the RNZAF Marae site and viewed progress at the new Air Movements Terminal.

HOW’S MY DRIVING?
DIAL 0800NZFORCES

New yellow or charcoal ‘How’s my driving?’ bumper stickers will soon be on all NZDF vehicles. This is a new initiative for the Air Force and Navy; Army previously had 0800NZARMY stickers.

Safe driving is an NZDF priority. Brad Riach, Transport Operations Advisor, initiated the new phone number on the back of the success with 0800NZARMY.

“The good thing about 0800NZFORCES means people can call this number instead of the Police on *555. It’s important that we provide a way for people to give us feedback. 0800NZFORCES gives us visibility beyond our camp and bases.

“Any call to 0800NZFORCES is answered by a call centre and we receive about 14 calls a month. Not all calls are to report bad driving; they are a mix of positive and negative feedback and helpful comments such as letting us know one of our trucks is on the side of the road with a flat tyre.

Negative feedback is usually speed-related, although when we have convoys we’ll get calls too, often to say we’re driving too slowly, or not letting other cars pass.

“Any bad driving reports initially come to me and I pass them onto the unit commanders concerned to investigate. If the driving behaviour is particularly risky and we can prove it then the driver may receive a warning, or disciplinary action, a letter of censure or further training and assessment.

Driver safety is something we place a lot of emphasis on and it’s a responsibility taken seriously across NZDF”. For the number of driver movements happening everyday, we are involved in very few incidents. We run regular driver training courses and overall our people have a good driving record. We also use reported bad driving examples in our driver training courses—it’s all about continuously improving our skills”, says Brad.
27 August 2013

Attention: Wing Commander Richard Beaton
Pilot Training School
RNZAF Base
Ohakea

Dear Richard

Wiseowl 2013

On the behalf of the Tauranga Community, I would like to congratulate you on what was a very successful and well organised camp and thank you for choosing Tauranga to host the camp.

Obviously your camp had objectives around your people, pilots in particular, operating in a totally civilian aviation environment which we hope you achieved. From our side, it was an opportunity to see first hand how our Air Force works and to work along side you. It did not matter whether it was Air Traffic Control, Rescue Fire, Grounds men, Café Staff, Museum Volunteers, Commercial Pilots, Trainee Pilots, Engineers, Local Body Elected Members or the general public we all gained something positive from the camp.

I would like to make mention of the large amount of positive feedback I got about your personnel, comments such as "why can’t all our society be like that", "what great role models your people are", "we have a great Air Force" and on several occasions "what a great group of well mannered, friendly, professional and enthusiastic people".

I would like make special mention about the performance of Dave Sleator from the first phone call right through to the email with some pictures attached when he returned back to Ohakea. I found Dave to be highly professional, very personable and very well respected by his peers. Another of you staff who impressed a number of us with her enthusiasm and willingness to proudly show off the camp and explain the operations was Penny Khull. I ask that you pass on our thanks to everyone and in particular Dave and Penny.

Once again Richard it was a pleasure having your people at our place and we eagerly await your return hopefully not in seven years this time.

Yours faithfully

Ray Dumble
CEO Tauranga Airport Authority
By Corporal Brad Hanson, Defence Communications Group, Central Photographic Establishment, Ohakea.

A fully laden Kiwi C-130 Hercules comes to rest on the hot Samoan tarmac. Heat radiates even into the boots of the 29 RNZAF personnel as they disembark. The group swiftly unload equipment, supplies and a vehicle and take them to a vacant area on the far edge of the flight line. A command post is established in short order; Exercise TUNEX ASTRA has begun.

Behind the airfield the terrain elevates abruptly to form an immediate jungle-like backdrop. The vegetation is dense and lush with coconut palms breaking the skyline with their varying hues of brown, green and yellow. Beyond and towering above all are heaped and menacing cumulus clouds; the daily downpour can’t be far away.

This is a familiar scene when our Air Force’s expeditiory units are required to deploy rapidly into the tropics. The thrust of the exercise is largely about maintaining this familiarity with the tropical Pacific and instilling it into our new personnel. Specifically, TUNEX ASTRA is conducted to put the Air Force’s communications personnel and equipment to the test in a demanding, deployed environment. Our close partnership with Samoa creates an ideal opportunity and location in which to do this.

This year, TUNEX consisted of three training stations each designed to consolidate different skills and utilise the whole array of current deployable communications equipment of
The contingent was broken into sections, rotating through the different scenarios and spending several days at each site, in order to cover off a wide gamut of training objectives. Each team was headed up by junior leader who received the added challenge of managing small teams in the field.

Samoan communications specialists from both the Fire and Police departments were invited to share in the training opportunity and briefly worked along side the teams at several of the locations. Here they imparted their local operating knowledge and experience to our personnel while in turn learning and observing our procedures.

Flight Lieutenant Rob Bexley, who led the contingent, said: "We worked with members of the Samoan Police Force and Fire Service, confirming our ability to establish communications with the Police Headquarters and the Samoan patrol vessels. The exercise also provided us with a great opportunity to conduct tropical environment familiarization with assistance from the Samoan Police Force. Overall it fostered positive relations with Samoan government agencies, and developed our interoperability."

New Zealand's commitment to our neighbouring nations is resolute. In recent times our wider Defence Force has been required to project capability north into the Pacific, particularly conducting humanitarian aid and disaster relief (HADR) operations following tropical cyclones, a recent drought, earthquakes and the 2009 tsunami.

Establishing military communications is critical when these events occur.

The Air Force’s Deployed Communications and Information Systems (Air CIS) team, from No. 209 Squadron has played an integral role in many of these efforts and other NZDF activities, both at home and abroad. It’s a capability which is becoming increasingly pivotal as the Defence Force transforms and new technology, networks and military platforms come into play.

Our Air Force CIS personnel are required to be able to deploy then establish and maintain communications for the Force Elements which work in any given area. This includes setting up secure networks in-theatre and establishing the ability to communicate with our patrol aircraft, as well as setting up radio systems to co-ordinate helicopter activity or other land-based military operations.

From a commander’s perspective, Air CIS can rapidly create and sustain the conduit by which mission information can flow between their location in-theatre to the headquarters back in New Zealand. Our Air CIS personnel have a natural interest and affinity with technology in general, often allowing them to add value on operations by providing close support and solutions for other deployed personnel who are working with computers and other digital devices.

To see a video of EX TUNEX in action visit www.youtube.com/NZDefenceForce
At Faleolo Airport, the primary focus for the Command Post was on maintaining a communications hub for the other teams operating across the two islands while sustaining a rear link with New Zealand.

The teams were also challenged to not only test current equipment but also trial the new WGS (Wide-band Global Satellite) dish and system for Capability Branch. FLTLT Bexley said that the WGS is a giant leap forward. The new dish and receiver can be assembled by just one person within 15 minutes.

The second station, on Savaii, required the team to prep the Light Operational Vehicle with sufficient equipment and rations before ferrying it across to the island. The outpost station was established at Asau Airfield on the north-west corner of the island, which required several hours of driving to reach.

Here, satellite communications were promptly established, providing Internet and military networks. Over three days a wide range of radio configurations were also trialed, with a core objective of getting clear transmissions over the island’s mountainous topography and back to the other teams on Upolu.

The remaining station tested the personnel further, but was also the most rewarding part of the exercise for individuals. Mr Gavin ‘Bear’ Rolls, from RNZAF Base Auckland, was on hand to provide survival training. His vast experience of bush craft was imparted to the teams, including training on shelter construction, fire-making, camp routines and navigation through forests and across rivers.

The scenario provided for a survival situation, with very few resources at hand and a much more challenging environmental in the National Park bush. Sleep-deprived and in constant discomfort from the wet, tangled undergrowth and the humid, still air, personnel were required to establish communications using improvised field antennas. These consisted of salvaged wire and bamboo radio masts. Despite the difficulties, teams managed to not only successfully contact the other stations but also make contact with New Zealand, nearly 3000 km away!

Overall, TUNEX ASTRA was successful, meeting set training objectives and testing new deployable capability. For many junior personnel in the contingent, it was their first experience working outside of New Zealand. For them, it was hugely rewarding—the exercise allowed them to gain a wealth of field knowledge operating in the tropics. It’s valuable experience which will no doubt serve the wider Defence Force well as future challenges confront us both at home and across the Pacific region.
As the Command Warrant Officer Ground Training Wing (CWO GTW) I directly support the CO of Base Woodbourne, WGCDDR Peter King, and work as a member of his executive team. In establishing the CWO posts there was clearly a need to have at least one of the posts on each of our Bases; incidentally, my post is the only one of the CWOs that does not directly support a Group Captain.

As well as commanding GTW, WGCDDR King is also the Senior Commander at Woodbourne and has the additional responsibility of representing the RNZAF on the Training and Education Leadership Team (TELT) which is chaired by VCDF. As his CWO I also have the added responsibility of assisting in developing training policy at the strategic level.

As stated in previous articles, the primary role of the CWO is to elevate Airman and Airwoman issues to the strategic level, as well as ensuring that the Command intent is fully understood by everyone within our sphere of influence. We also provide support to the W/O Air Force in his role, advising CAF of these same issues.

There would be few of our uniformed personnel who have not spent some time at Woodbourne. This would have been for your induction through Recruit course or IOTC, for your professional development on promotion courses, or for Leadership development for Officers. For the majority of our Ground Trades you would also have completed your trade training at GTW.

The training that RNZAF personnel receive here at Woodbourne is second to none and establishes a solid knowledge base for our people. Woodbourne is just the starting point, as the real training takes place in the workplace on operational aircraft and using operational equipment. However, without that foundation of knowledge, skills and attitudes created by the instructors here at GTW, the effort required at the workplace to produce the same quality of training would be huge. Many of the training processes being developed by the NZ Defence College to support training across Defence are mirrored from systems developed at GTW by clever people who have come through our training system and I have no doubt that we will continue to develop similar leaders in the future.

My career began in the UK when I enlisted into the RAF in January 1972 as an Air Radar Craft Apprentice. During my 23 years I spent time at RAF Scampton, Kinloss, Coventry CIO, Henlow, Lossimouth and Cottesmore as well as tours at RAF Laarbruch and Bruggen in Germany. During that time I worked on Vulcan and Buccaneer bombers, Jaguars, Nimrods, Shackletons, and the Tornado GR 1, as well as tours as an Instructor and a recruiter. I held the rank of Chief Technician for nine years before taking voluntary redundancy to come to New Zealand.

I joined the RNZAF in August 1996 and was enlisted as a Sergeant Avionics Technician. Initially posted to 14 Squadron at Ohakea, I was introduced to all things Kiwi by a great team of people who made my induction a pleasure and made me feel part of, what has become my second family.

My next move was driven by finding a home in the Marlborough Sounds and I was lucky enough to get a posting to Woodbourne where my passion for training has developed. Time spent as an Avionics instructor, Senior instructor, Training Squadron Warrant Officer and into a role in training audit within the Training HQ, have enabled me to gain experience in all aspects of training—which I feel add value to my role as CWO GTW. I also spent a year in Wellington as a Lead Technical Auditor, a role I thoroughly enjoyed.

There is a large sign outside Base Woodbourne which states “The Air Force Starts Here” and as the CWO GTW I feel enormously privileged to be playing a key role in assisting our people on the journey to become the future leaders of our organisation.
Having served for over 28 years (and finally making it outside the gates of Woodbourne!) this is my first operational deployment. The opportunity to experience this region has to be one of those once-in-a-life time events; every morning I wake up to a harsh but inspiring and beautiful landscape. (There is, however, a groundhog day effect with clear blue skies, 26°C at 5.30am, and flies already looking for you.)

I am one of only two RNZAF personnel on Op Farad (WGCdr Bendall is the MA to the Force Commander). During Pre-Deployment Training (PDT) we were informed that 10 flies would be issued to us on arrival—well 10 is an understatement! The flies have the most persistent, annoying little beggars you will ever meet; you just have to smile though, but not too much as you will swallow a few!

Fortnightly training includes shooting on the range, medical lectures, EOD familiarisation and related training scenarios. These serve to keep our tempo up and the extra skills I have picked up from this has shown the importance of PDT in NZ, especially for an old dog like me.

Religion is important for the people here. During our time here we experienced Ramadan where our Egyptian workers spent the daylight hours not eating or drinking. I found it difficult to even imagine working outside without any liquid nourishment.

With the internal troubles in Egypt affecting the whole country they have affected things here in the Sinai. The tensions in Egypt at the moment must certainly play on the minds of those soldiers sitting under a tarpaulin or out in the open behind some piled up scraps of bricks, doing their assigned duties.

The route along the border has Egyptian army patrols; across on the Israeli side, we can see tanks rumbling along. It’s a clear reminder of what this region is about.

One of the effects for us of the recent disruptions has been extra duties working in the Multi-national Dining Facility, with all NZ personnel rostered-on, from our Lieutenant Colonel down. We mostly look after the ration store or front-of-house cleaning up. Being from a catering background, I found my niche with the English ex-pat cooks and soon I had a knife in hand and was using those skills from not-so-long ago.

A recent challenge was a Tug of War. To line up a ‘mature’ bunch of Kiwis against some of the biggest soldiers from around the world, meant we were going to be up against it.

Our first opposition was the Americans, who during any down time are usually in the weight room of North Camp. However, the ‘Lance Armstrong’s effect’ hadn’t kicked in and we, surprisingly, beat them 2-0. With the Aussies out in the first round and us up against the Fijians we were brought back to earth with a 0-2 loss. Yet we gained a lot of respect from the other contingents for holding the Fijians for as long as we did.

We all thought that was it, but we then had to play off for 3rd place against the Canadians. This proved to be a mammoth task but with true Anzac spirit a member of the Aussie team volunteered to coach us. We won, narrowly, 2-0, though the thought of having to
pull for a third time was enough to motivate us to clinch the second pull! The smiles from the team at the after-match said it all—Fiji took 1st and 2nd and New Zealand took the bronze.

As luck would have it, two Football Dream Teams were required, with one player from each country in each team. I was selected, but there didn’t appear to be an abundance of over-45 year-old players in the other ‘world selection’. Nothing for it then, but to give it heaps and use the years of cunning (or ‘mature off-the-ball play’) to put off the opposition. Our world Dream Team played some entertaining football for the crowd, with the final score 2–2.

For me the pleasure of walking barefoot in grass just after the game was something quite special—funny how the little things seem so much better.

As we move into our final months here, I hope to experience more of the history of the area. I do look forward to returning home, catching up with my family—and mowing the lawn! 😄

By CPL Rochelle Rowe

From 15°C to 50°C

Our weeks into our six month deployment to the NZ Defence Support Unit Middle East Region, it is the hottest location I have ever been to (and I have been to a few countries both with the RNZAF and on personal travel).

On the day we arrived, we landed at 0330hrs, but even at that time of the day walking off the aircraft into the heat and humidity was like walking into a sauna. As the day progressed we reached 41°C by 1100 hrs and 50°C plus in the mid-afternoon. Never-the-less, we cracked on and with copious amounts of water we commenced our respective handovers.

The record so far (since being here) is 58.3°C, according to our little overworked temperature gauge. Once we had a chance to acclimatise I can say that dealing with the heat does get easier. I am really looking forward to it cooling down over the next couple months; an average daily temperature of 40 degrees would be really nice, I could handle that. But for now I am very grateful to the air-con in my office, my bedroom, and definitely the gym.

Our mission is to provide support to the NZDF operational deployments in and around the Middle East Region. My role is to deal with the comms and associated networks. I’m part of a tri-Service support team for our Supply and Technical Support. We also assist aircraft movements of our partner nations, for instance the Dutch aircraft in the photo.

We have hosted a range of different visitors starting with personnel from Exercise LONGLOOK on their way home from NZ, Australia and the UK. Having the Air Force Boeing come through was a challenging task, given that we had essentially just got off the plane ourselves! We have had various people transit through on their way to other NZDF missions; a significant number of people pass through.

An interesting part of my role is looking after the accommodation for our visitors and ensuring they have all those good things that make the comforts of home. So far all our transit visitors have been very happy during their short stays with us.

With the little downtime that we may get over the next few months, I am looking forward to getting out and about and making the most of what this unique location has to offer. Our team have a wish-list of things to do in the coming months and we will make every effort to tick those boxes and make this a tour to remember. 😄
General Peter Neilson is the Project Manager for the new Air Movements Terminal, which is a military cargo and passenger facility. He explained that the Terminal was designed by Beca and is being constructed by Ebert Construction Ltd. The construction cost is $11.5M plus GST.

The construction contract is due to be completed on 15 May 2014 (the completion date is of course subject to issues such as adverse weather).

The site works had begun on 04 July after the ‘maze’ of the old and overcrowded former MSS buildings (including Nos 4 and 5 Hangars) was cleared away.

The new Terminal will have a floor area of 5,800 sqm and the building is designed to cope with two simultaneous aircraft movements (comprising any combination of domestic/international arrivals/departures) with up to a total of 250 passengers, eg. a B757 and a Hercules.

Much of the new building floor is being constructed on top of the old No 4 Hangar floor slab. The 4 Hangar floor slab was retained because it is relatively new (approx 25 years) and it was constructed to carry loads (ie. aircraft) heavier than the new building. It would have cost significantly more to remove the slab and replace it with hardfill than it has cost to leave it in place.

Unlike the MSS building or the HTU hangar, large areas of the new AMT building will be unoccupied at times. Heating can be provided to specific areas, such as the departure lounge, arrival lounge, Multi-Function Centre and cargo bay, at relatively short notice by a combination of mechanical ventilation and radiant heaters.

Customs and MAF facilities are incorporated into the building for processing NZDF passengers and freight, but they are not designed to cope with large civilian airliners diverted into Ohakea (Project Alternate).

The building’s Multi-Function Centre is designed to facilitate families attending major deployment departures/arrivals and has space to be able to accommodate up to 700 people standing for briefings. The arrivals and departures lounges can be incorporated with the MFC area to provide expanded space for larger functions to be held in the building and the MFC area will be wired to enable it to host large ops/exercises.

The maximum occupancy of the whole building is, for fire safety purposes, calculated as 1,432 persons.

A formal opening is likely to take place after completion, but no specific arrangements have yet been made.
Project Takitini

The terminal on 02 October with first of the concrete slab side walls erected.

WGCDR Neilson describes the work at the site to CDF, LTGEN Rhys Jones.
The NZDF has a formal relationship with the Centre for Defence and Security Studies (CDSS) at Massey University. The NZDF secures a Teaching Fellow to the Centre from our Command and Staff College and provides teaching support to courses run by the CDSS—and also to the Massey School of Aviation. The CDSS reciprocates by providing teaching support to the Command and Staff College and other NZDF units and organisations.

The Air Power Development Centre (APDC) is responsible for air power education within the RNZAF. It is CAF’s vision that the RNZAF is the leader in air power expertise and the promoter of air-mindedness in New Zealand. To that end, APDC maintains a strong and growing relationship with Maj Josh Wineera, the NZDF Teaching Fellow at the CDSS, and with GPCAPT (retd) Frank Sharp, Director of the Massey School of Aviation.

During August and September, the RNZAF provided six hours of instruction to the Air Module of CDSS course 149.240 Intermediate Tactics (Irregular Warfare). SQNLDR Simon O’Neill, APDC, and I provided lectures on Air Power in Irregular Warfare, while SQNLDR Ben Pryor, HQ 488 WG, provided a presentation on his experience flying with the RAF in Afghanistan in 2012. SQNLDR O’Neill and I also supported the two-day Contact Course for students taking 149.240 through distance education.

In addition, SQNLDR Pryor and I provided a presentation on the RNZAF to the School of Aviation.

By all accounts, all of the considerable effort invested in the preparation and delivery of this teaching support was effective and well appreciated by Massey students and faculty and CDSS staff alike. The RNZAF has an important obligation to inform the public’s understanding of the contribution that military air power makes to the national security interests of New Zealand. In partnership with Massey University, the APDC plays a leading role in this effort.

Editor’s note: SQNLDR Nash, whose academic credentials are: MIntSy, MA, BSc and psc(j), is now confirmed as the first RNZAF officer to fill the NZDF Teaching Fellow post at the CDSS.
Recent articles in *Air Force News* have focused on ASIC (Air and Space Interoperability Council). One objective of SK13 is to assess how the NZDF is progressing towards realising the Joint Task Force capability in 2015. So, this joint and combined exercise presents us with an opportunity to assess, at all levels, how well the RNZAF is working in the ‘Joint’ and ‘Combined’ environments.

For those participating in this month’s Exercise SOUTHERN KATIPO (which includes Ex KIWI FLAG) our Air Force’s ASIC team encourages you to engage with the other participating nations and look for opportunities that could improve RNZAF and our allies’ operating concepts and tactics, techniques and procedures. The goal is to enhance interoperability for future activities.

Across the RNZAF we are all aware that the C-130H(NZ) and P-3K2 upgrade projects and the introduction to service of the A109 and NH90 will continue to be the priority. None-the-less, personnel committed to SOUTHERN KATIPO 13 (SK13) will be in a position to both observe and improve our Air Force’s interoperability.

‘Interoperability’ is a core business for us all; DCAF, as the ASIC National Director, has reinforced several key points:

**ASIC is Valuable**
- ASIC allows the RNZAF to tap the expertise of our allies
- ASIC facilitates broad engagement with partner Air Forces
- ASIC is valued
  - ASIC allows the RNZAF to increase operational effectiveness through improved interoperability
  - Cooperation with ASIC partners allows NZ to minimise deployed footprint and maximise contribution to coalition operations

**ASIC is a Priority**
- The RNZAF realises that we generally gain more from ASIC than we contribute
- The RNZAF is committed to pulling our weight and finishing what we start.

There are ASIC documents that support the different areas of work across the RNZAF. Air Standards and Advisory and Information Publications can be found on the Defence intranet. As part of our preparation for SK13—indeed, for any other major exercise—those documents are worth a fresh review, because they are relevant to our daily tasks and routines.

However, there may also be ways that the ASIC documents could also be improved. In the event our personnel observe a ‘lesson learnt’ then the observation and proposed solution are to be recorded in the Post Activity Report (EARLLS). In addition, our people should also advise the head of the appropriate Working Group.

The way to effect change in the Combined Air Force environment is through ASIC; this requires all airwomen, airmen and officers to make and report observations that will enable positive change to enhance future activities.

**THE RNZAF ASIC TEAM**
- **National Director**
  - AIRCDRE Peter Port, DCAF
- **National Programme Manager**
  - SQNLDR Robert Nash (from March 2014 SQNLDR Ron Logan)
- **Working Group Heads**
  - Agile Combat Support
    - WGCDR Pete Johnson, DAE
  - Aerospace Medicine
    - WGCDR Paul Nealis, DMed(F)
  - C2ISR
    - WGCDR Glenn Gowthorpe, CO 230 SQN
  - Fuels
    - Mr Mark Knight, DAE
  - Force Application
    - SQNLDR Simon O’Neill (from 02 December 2013 WGCDR Tim Evans, Force Development Air, Cap Br)
  - Force Protection
    - SQNLDR Pete Cain, OC FP, 209 SQN
  - Force Mobility
    - SQNLDR David Brenssell (from January 2014 SQNLDR Leigh Foster) SO FWT, 485 WG
  - Helicopter Inter-Service Working Group
    - SQNLDR Adam Houston, SO RW, 488 WG

With your help, ASIC can deliver interoperability that allows our allied air forces to train, exercise and operate effectively together in the execution of assigned missions and tasks. We look forward to your reports and suggestions.
AN AIR FORCE ADC AT GOVERNMENT HOUSE

By FLTLT Craig Kenny, Aide de Camp to the Governor-General, Government House, Wellington

The Aide-de-Camp to the Governor-General is a unique role in our military, where for a year two Aides-de-Camp serve Their Excellencies in a 24/7 capacity, meeting the official and personal requirements of the Governor-General and their partner.

There are always two ADCs living in at Government House from either of the services, currently the Army ADC is CAPT Ryan Hutson. We are rostered on alternating weeks as the ADC-in-waiting, when we accompany Their Excellencies wherever they travel throughout the week, attending events ranging from Executive Council at Parliament, opening of facilities, or meetings, regional and school visits, receptions and ceremonies. For functions within Government House Wellington or Auckland both ADCs will be in attendance to assist as required, along with others from the Government House staff and sometimes the Honorary ADCs (WGCDR rank) from the Services.

The ADCs are primarily responsible for maintaining the Governor-General’s schedule whenever we are away from Government House, liaising with organisers or carrying out a reconnaissance prior to any events and ensuring that travel and hotels are all arranged - with contingencies at hand should anything go wrong. Fortunately, the Governor-General is the only person in the country who does not utilise the airport terminals, but instead enjoys tarmac transfers directly from the car to the aircraft.

The ADCs are members of the Government House programme team and are involved in planning visits, strategy and general programme work when in the office. We work closely with all members of the team in their roles covering regional and overseas visits, external and internal events. As well we ‘scan the horizon’ for future potential activities that align with the current strategy.

“Part of the ADC’s role is ceremonial; we add to the prestige of the Governor-General’s position because we are from the NZDF and work in military uniform.”

We also make sure that His Excellency has the right decorations and speeches for the event he is attending and we remain close at hand throughout an event to ensure the Governor-General is not monopolised by any one guest or group. During in-house functions, visits or meetings, the ADCs greet guests on arrival and facilitate introductions. As well we get used to spending a lot of time waiting on the red carpet in the hallways.

Part of the ADC’s role is ceremonial; we add to the prestige of the Governor-General’s position because we are from the NZDF and work in military uniform. For all official engagements and travel the ADC will be in 3SDs with aiguillettes, even for going to the movies at the Embassy, or to the Westpac Stadium for a Lion’s game.

I was fortunate enough to travel with Their Excellencies to South East Asia for a fortnight very early in my term, which is not
We wear our Palace-type aiguillettes on the right shoulder to signal our vice-regal association; in contrast the PSOs to the CDF and Service Chiefs wear theirs’ on the left shoulder. The origins of the aiguillette seem to be lost in time, but these stories may explain them.

One account claims that when some troops behaved reprehensibly on the field of battle, their commander decided to hang them. The troops asked to be given a chance to redeem themselves and started wearing a rope and spike about their shoulders with the promise that if they ever behaved badly again, they were ready to be hanged on the spot. I hope that idea isn’t revived!

The other claim is that a general’s aide-de-camp carried a loop of cord to tie up the general’s horse during dismount. A more mundane version is that aiguillettes represent the cord and pencil worn by staff officers for writing dispatches.

An older explanation is that the aiguillette derives from the laces used to secure plates of armor together. As armour became more ornamental and less practical, so too did the ties. This explains the varying aiguillettes in the uniforms of the British Household Cavalry.

Gunners argue that the aiguillette originates with the practice of carrying a pick on a shoulder rope, with which a gun captain would clear the touch-hole of a cannon. It could also be the spike to ‘spike’ the gun if capture was imminent.

Most likely, the aiguillettes derive from the shoulder decoration worn by standard bearers in the French Grande Army under Napoleon. The standards were topped by the imperial eagle, or ‘aigle’ in French. The standard bearers were known as ‘aiglettes’ to their comrades-in-arms.

The usual situation. It was a crash course in dealing with MFAT, New Zealand Ambassadors and their staff, arranging vice-regal travel and organising for the numerous gifts that would be presented and collected along the way.

Although we didn’t see much of the tourist side of Vietnam, Cambodia or Laos, we were fortunate to visit locations that aren’t usually open to the public and we experienced some amazing events. State Welcomes and Dinners were a particular highlight where each host country would put on an incredible show of pomp and ceremony for the Head-of-state visit. Seeing streets lined with New Zealand flags and bunting overhead, with hundreds of locals waving photos of Their Excellencies was a sight that I’ll never forget.

Although I’ve only been at Government House for three months, I have already experienced the wide range of the tireless work that Their Excellencies carry out through their duties and patronages. From the recent honours recipients during Investiture ceremonies, to new Ambassadors who come here to present their credentials, through to Scouts and school children receiving awards, the Governor-General and Lady Janine always give each of them their full attention, and offer them the warm hospitality of Government House.

The ADC role is a role that I am proud to be carrying out, and I encourage others to seek if they want to experience something completely different from their usual trade in the RNZAF.
Mr William Peet, Chief Operating Officer HQNZDF, was the reviewing officer for 13/02 Recruit Course graduation parade held at Woodbourne in August. Here he presents the R.J Simpson Trophy to AC E.J. Jones who achieved the highest overall standard in active defence and range practices.

HQ Joint Forces arranged a Families’ day at Trentham on 04 October; the events included the opportunity to ride in a No. 3 Sqn Iroquois.

CDF in the Rotary Bay at MSS with SGT Murray Mansfield. In the back ground is CPL Slick Sloan and, at right, SQNLDR Aaron Van Stipriaan.

The Governor-General talks with CPL Michael Duxfield, LAC Josh Sherwood and LAC Kieran Peters during his visit to Ohakea.

LAC Emma Jarden, Safety & Surface Tech at No. 3 Sqn, fits out CDF with a helmet before his flight in a UH-1 during his farewell visit.

LTGEN Rhys Jones made his farewell visit to Ohakea on 10 October. SGT Steve Pilkington sounds the Alert as CDF arrives.
Colonel Justin Emerson (pictured as LTCOL) with the departing Director of Defence Legal Services, Brigadier Kevin Riordan. COL Emerson was promoted to the top job in the NZDF legal team, as Director of Defence Legal Services and Director of Military Prosecutions, in late September.

AIRCDRE Tony (TD) Davies was promoted to AIRCDRE on 04 October at HQNZDF; his wife Jean and sons Jack and Bryn (at right) were there to celebrate with him.

During his recent visit to Europe CAF was given the chance, with other Air Force heads, to experience a flight in the A400M Atlas transport.

Brother and sister LAC Yvonne and Nathan Reid, on Exercise EX TUNEX ASTRA 13 in Samoa [see feature page 6].
Three weeks into our deployment, and after 13 days of hard work in Solomon Islands supporting exercise PACIFIC PARTNERSHIP 2013, there was an opportunity for HMNZS CANTERBURY’s company to enjoy a couple of days’ R&R at Honiara.

So, joined by No. 6 Squadron historian Jenny Scott, the Ship’s Flight chartered a boat for the day and headed out to Halavo Bay on the island of Tulaghi. The island is approximately 20 nautical miles from Honiara, a little over an hour by boat. Halavo Bay was home to the flying boats of No. 6 Squadron RNZAF during WWII, and is where Miss Scott’s father served as the Squadron Adjutant.

Our arrival attracted many of the local villagers to the beach, most of whom appeared to be brandishing machetes and knives of various sizes—a nervous couple of minutes as we wondered if our presence was going to be welcomed.

Hank (our skipper) explained who we were and the purpose of our visit to the village chief and the assembled locals. One of the village elders then welcomed us into his village and led us through the site, pointing out lots of historical facts and other information about life on the island both now and during WWII. We later found out we had called upon them during their Community day and the machetes were for their community wood harvesting exercise—and it was not their intention to intimidate us!

We spent an hour or so walking around their village, talking with various people. They showed us the huts they live in, as well as the remains of a pre-war church building and the base of the original camp flag pole. It was a very special experience for us, wandering around and comparing photos taken so long ago with what we were seeing. The wartime buildings had disappeared, giving the villagers more space to expand into.

It was amazing to see the Islanders’ different way of living. They took us down to their school and we were shown one of the classes with children busy learning. The kids were very friendly and excited to see some different people.

We saw more remnants of other old buildings that had been used by No. 6 Squadron during the war. With its beautiful scenery and coastline, Halavo Bay must have been an amazing place to be, although probably not so much with a war on.

We said our goodbyes to the villagers at Halavo Bay and headed to a small nearby island which had been occupied by the Japanese in an earlier stage of the war. Captain Hank advised us that there was aircraft wreckage a few metres under the surface and we might be able to see it snorkelling. So we jumped in off the old pier and sure enough, there under the water were numerous obvious aircraft parts. We saw wings and pieces of structure and even identified an aircraft battery and fire extinguisher bottle. As well as the aircraft wreckage there was coral, many small fish and the odd sea snake (although not everyone knew about them until after we’d exited the water!)

After a quick lunch on the pier surrounded by history, then
the keen fishermen in our group got excited about catching 'the big one'. We spent the next couple of hours trawling for tuna, kingfish and giant trevelli. But it wasn’t our lucky day, and with time running out, we headed back to Honiara. By then the wind had picked up and we were in for a rough journey home. Our boat got tossed around by 1-1.5m waves—fun for some, but the motion overcame a couple of members of our team.

Making the pilgrimage to the birthplace of 6 Sqn was a great experience. Despite not catching any fish, the walk and snorkel around some of the area that was the Squadron’s, made for a very enjoyable and rewarding day. 🦭
The aim of ‘Spread Your Wings’ (SYW) is to engage community and school groups, raise the awareness of what our people at Ohakea actually do and to assist with recruiting for our future personnel.

The scheduled tours are designed to minimise the added pressure and extra workload put on units when previously such visits were being dealt with on a more ad hoc and often weekly basis. Thus, scheduling specific SYW tours allows Base HQ to bring together suitably planned and informative tours of our base.

Each tour hosts groups of up to 100 people, who are given an insight into what our personnel do, what trades are involved and of the lifestyle we live. The tour begins with the group arriving at the Base main entrance at 0945 hrs where they are welcomed by their own tour guide—an enthusiastic junior service person. The tour includes visiting up to six different units, which encompass up to 15 different trades, and each unit provides representatives to speak on behalf of their trade and the role they play towards enabling military air operations. Each tour is planned to be complete by 1500 hrs.

Lunch can be provided during the tour at the Combined Mess at a cost; otherwise guests can bring their own.

Have you ever wanted to come and see what happens at RNZAF Base Ohakea? Now you can, with the RNZAF Base Ohakea ‘Spread Your Wings’ (SYW) tour.

By PLTOFF Tom McDowell

CONFERMED ‘SPREAD YOUR WINGS’ TOUR DATES FOR 2014

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**OBJECT OF THE MONTH**

*By Michelle Sim, Archives Technician, Air Force Museum*

1981/237.20 – BOY ENTRANT RECRUITING PAMPHLET, C. 1956

Folded recruiting pamphlet for Boy Entrants in the Royal New Zealand Air Force, c. 1956. The title reads, “It’s never too soon to THINK... of a fine career as a BOY ENTRANT in the RNZAF”. Inside is information on the Boy Entrant Scheme, entry qualifications and training, initial terms of engagement, trades available, pay and a list of recruiting offices.

The RNZAF Boy Entrant Scheme was established at Wigram in 1949 to offer an enlistment option for boys aged 16-17½ years, who were old enough to leave school, but not yet old enough to join the RNZAF as adult entrants.

In 1952 the Boy Entrant School moved to Woodbourne, where it was renamed the Airman Cadet School (ACS) in 1965. The scheme was discontinued in 1978.

The Boy Entra/Armman Cadet School operated much like a boarding school, with recruits living under strict “24/7” supervision. They slept in 20-man unheated open dormitories, attended compulsory church parades and were required to write weekly letters home to their parents. The first of the two-year course was split between academic lessons in physics, mathematics, engineering and theory of flight and basic military training in foot and rifle drill, PT and weapons training.

In the second year the boys received training in their chosen trades at one of the RNZAF’s technical training schools (TTS).

Following their graduation, the boys began regular service engagements with the RNZAF for a minimum of eight years. Many went on to have long and successful careers with some, such as former Chief of Air Staff Air Vice-Marshal John Hosie, rising to the highest levels of command.

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We have developed several tour formats, depending on how large the group is. The different formats give us the ability to alternate between tour types each month, to reduce the pressure on units that may be committed to operations and exercises and to provide the chance for different units to promote their trades.

The feedback from this innovation has been really positive, which has encouraged more support for this initiative.

Valerie Turner, Coombrae Rest Home: “Our small team of seniors went to bed smiling tonight. It was a most enjoyable and memorable day... We feel privileged to be able to visit and see something of Ohakea”.

Newbury School: “[The tour] gave us an insight to a good career path; personnel knew what subjects the students needed to take at school and speakers were very informative. It was great to see things like the helicopters and get hands-on.”

This isn’t your average tourist attraction—and the tour dates fill up quite quickly. Groups who would like to visit Ohakea on one of the planned dates should contact: OHAKEA SERVICE CENTRE, ohakeaservicecentre@nzdf.mil.nz
On 29 September the RNZAF Band and Te Awhiorangi (the RNZAF Māori Cultural Group) performed their annual ‘Air Force Proms’ concert at Wellington’s Michael Fowler Centre. The performance was well attended by both public and defence personnel including CDF, CAF and Mr Paul Foster-Bell MP.

Our Proms concert is always a highlight for our symphonic band as it is a chance to show our skill and expertise with a wide range of music. This year the Band performed with distinction and, for me, it was a pleasure to conduct my first Air Force Proms as Director. Our Band was enhanced with a number of players from Woodbourne and Ohakea; as well, we continued our policy of including talented high school students in the Band.

I enjoyed collaborating with all the guest performers, including compere Nick Tansley, soprano Jennifer Little, aerial artist Imogene Stone and our own SGT Murray Mansfield on bagpipes. It was also a pleasure to work with Te Awhiorangi who presented a segment of what they performed in Washington DC earlier this year.

The highlight of the first half of the concert was a performance of Igor Stravinsky’s incredibly demanding Firebird. Originally a ballet, the music is firmly in the modern repertoire, but Stravinsky’s music is demanding on the listener as it is quite different from the older classical composers. Our performance had a modern twist with a daring aerial routine above the stage by Imogene. The audience was left gasping as she twisted, turned and rose and fell to the soaring music.

Jennifer Little proved popular with the audience, singing Puccini’s famous Oh Mio Babino Caro and, later, The Girl from 14G, a comic piece about apartment living in the city—which had the audience chuckling. Jennifer’s versatility was well displayed as she crossed from swing to opera to big band vocals.

The second half, always lighter in tone, had all the usual proms classics such as Rule Britannia and Pomp and Circumstance and a rogue saxophonist on a unicycle (playing as he rode across the stage). The enthusiastic audience participated by blowing hooters and throwing streamers from the upper balconies.

Throughout the performance Nick Tansley was at his best with witty banter that had the audience laughing in delight. I have received an enormous amount of positive feedback about Nick, our guests, and the Band, in what was an enjoyable and successful Air Force Proms.

Looking Ahead

The RNZAF Band has a busy schedule of ceremonial duties both in Wellington and further afield. Plans for our February 2014 tour are well underway, with four big outdoor concerts with Dame Malvina Major and other guests, plus performances in Auckland, Rotorua and Tauranga. We will share more through the pages of Air Force News!
The Director of Music, Flt Off Simon Brew, conducting

'Firebird', aerial artist Imogene Stone performs to Stravinsky's music

The unicycling saxophonist is LAC Josiah Young

Two of the Brass section, LAC Sarah Henderson and CPL David Kempton
Earlier this year 10 uniformed and 25 Defence Force civilians and allies marched with OverWatch—the Defence Force’s Gay, Lesbian, Bi-sexual and Trans-gender support and networking group—as part of Auckland’s Pride Parade 2013. Following the positive reaction to their participation in the parade, the work of OverWatch group within the NZDF continues behind the scenes.

Air Force News talked to OverWatch chairperson, SQNLDR Stu Pearce, about the group, why we have it, and—importantly—why we need it.

SUPPORTING DIVERSITY

AIR FORCE NEWS:
This year it’s 20 years since the Human Rights Act ended legal discrimination on the grounds of race, sex, sexual orientation and gender identity. What impact has had on our Defence Force?

SQNLDR PEARCE:
We’ve come a long way in 20 years. The face of our people has changed. We can now boast women serving in combat roles, an organisation made up of a broad variety of skin tones and accents—anyone who still sees a military career as belonging only to an aggressively male stereotype or to middle-class white males needs to revisit their thinking. We’re now a truly diverse, modern and professional military made up of men and women from all backgrounds.

I think it’s this diversity that is our strength. We take the best of people—regardless of whether they’re male or female, gay or straight. We care less about skin tone or gender and more about how well somebody fulfils their role. Everything else is secondary.

AIR FORCE NEWS:
If legislation now means that everybody is treated equally—why do we need a support group like OverWatch?

SQNLDR PEARCE:
Unlike any other minority group in the Defence Force, GLBT personnel tend to be invisible—it’s basically impossible to pick the gay guy out of the crowd based on how he looks or acts, especially when he chooses to hide that side of himself. That lack of visibility can create unique challenges.

For some, coming out—that process by which an individual acknowledges their orientation or identity to themselves or to others—can be daunting. There’s no hiding the fact that society in general can have a negative attitude toward GLBT people—so sometimes when you’re worried about this it’s easier to convince ourselves that coming out will lead to a life of misery and abuse. Some fear their friends and family will reject them, others think that coming out might affect their career. Often people just get tired of having to come out every time they’re asked about their family situation especially when you don’t know how the other person is going to react.

These stresses can mean that a person is spending time worrying about personal issues—and we need a Defence Force with people whose primary focus is on their role. Their own or their mate’s life might depend on it.

OverWatch is here to offer support to those people, their commanders and managers, families and colleagues, so that they can better cope with those extra stresses.

AIR FORCE NEWS:
Does this mean that GLBT people are less able to cope than their straight counterparts?

SQNLDR PEARCE:
Not at all. GLBT people are amongst the most mentally tough and physically able people I know—but we shouldn’t underestimate the pressures they face. Studies show us that gay and transgender youth are six times more likely to commit suicide than their straight counterparts. That is a statistic that the Defence Force, with a high number of young people in its ranks, can’t afford to ignore.

Similarly, working in environments where there may be negative language used regarding GLBT people can have a massive impact on someone who might be GLBT but not yet out—even when comments are made as part of general banter and are not aimed at anyone in particular. We want to make sure those people have a network of support they can access to help them through.

Importantly, OverWatch isn’t just about offering support to GLBT people. We provide support to commanders and managers, and those in a position of responsibility for the welfare of others. We work closely with other wellbeing organisations such as the NZDF Chaplaincy and have the support of the wider NZDF Health and Wellbeing community.

We also offer guidance and advice to members of the NZDF who may have a GLBT family member and are looking for support on how best to support that person.
**AIR FORCE NEWS:**
What would you say to NZDF personnel to know who might be struggling with this?

**SQNLDR PEARCE:**
It’s really important to understand that they are not alone—there is someone who is willing to listen and help. There is support available, so please use it. Any of the OverWatch Management group are happy to act as a point of contact to help you find support if you don’t know where to go.

We want you to be able to do your job to the best of your ability, so use the help that’s available.

**AIR FORCE NEWS:**
Finally, where should people go if they want more information?

**SQNLDR PEARCE:**
If you have a question on anything to do with being GLBTI or are struggling in any way, we can be contacted on our email address: OverWatch@NZDF.mil.nz.

Inside the NZDF, personnel can access the OverWatch intranet page via the banner on the front page of the DPE site. Here you’ll find details of our Management Group—each are happy to be contacted directly with any questions. There is also a range of resources and information available to GLBT personnel, their commanders, manager and colleagues.

We understand that some people may not be comfortable accessing that information at work, so we also have a public Facebook page, facebook.com/NZDFOverwatch

As well there is a closed group. If anyone would like to join the closed group, they can contact OverWatch on the email above.

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**Book Review**

**Friendly Fire. Nuclear Politics and the collapse of ANZUS, 1984-1987**

By Gerald Hensley;

Auckland University Press, 2013

Reviewed by Richard Jackson, Editor

New Zealand’s anti-nuclear policy is now entrenched, not only as legislation but also in public opinion. However, there is a revisionist view—that the resultant ANZUS rift was in fact a diplomatic and defence blunder.

*Friendly Fire* is written by the former head of the Prime Minister’s Department of the time. With an historian’s precision and guided by his advantage of being at the centre of many of the events he describes, Gerald Hensley documents the events, processes and relationships that brought the anti-nuclear policy into the law and the consequent alliance rift.

Hensley has researched archives in London, Washington and Canberra and has interviewed many of the protagonists. His book gives an important insight into the ad hoc policy-making of Prime Minister David Lange and his government. Hensley makes it clear how tantalisingly close New Zealand came, in fact, to having its anti-nuclear stance but without destroying its security relationships.

However, ‘the past is another country’ and few New Zealanders today will recall the issues that underlay the controversy. I recall that New Zealanders seemed largely unaware of the security realities of that time. Following the Vietnam War the Soviet Union had embarked on a period of adventurism; from a military point of view, the West was on the back foot.

Hensley shows that the anti-nuclear ships and weapons policy originated from ‘single issue’ advocates on the political Left. Our anti-nuclear movement was clearly directed only against the United States. Indeed the far Left of the NZ Labour Party had (in the 1980s) an inherent sympathy for the Soviet world view, and Hensley includes some telling examples of the communist preferences adopted at the time.

Thus the pressure was on the Fourth Labour Government to implement the party’s anti-nuclear policy. But the policy was re-shaped to explicitly shut out American ships—even an otherwise acceptable one like the older destroyer USS BUCHANAN. A key player was Helen Clark (who declined to be interviewed for Hensley’s book). As Hensley shows, she exerted a powerful influence to prevent any compromise.

Hensley’s book will serve students of public policy as a case study of flawed political and policy processes. He makes it clear that David Lange couldn’t control his own Cabinet, let alone his parliamentary party. Lange, Hensley points out, was placed in power by the factions within the Parliamentary Labour Party, rather than being a leader who had developed a loyal faction.

One moment of the whole drama stands out—the Oxford Union debate of March 1985. It is in the public mind as David against the Goliath of the US establishment (actually televangelist Jerry Falwell). Our popular memory overlooks that the Oxford Union debate was a regular entertainment for the students. The PM was a natural entertainer; Hensley reveals that Lange’s famous one-liner ‘I can smell the uranium on your breath’ had been tried out before (as any good comedian would).

Throughout that period, opinion polling showed consistent support for ANZUS. But a few weeks after the Oxford debate, the French bombed the RAINBOW WARRIOR in Auckland harbour. That act cemented the anti-nuclear policy into the New Zealand psyche.

The one thing the Americans had never wanted was legislation; there is room for diplomacy around a policy; there would be no room to negotiate once the anti-nuclear policy was law. With the passing of the anti-nuclear bill the US Secretary of State formally withdrew our US security guarantee.

Hensley’s narrative ends in 1989, after the re-election of the Labour government and Lange’s subsequent speech in Ottawa, in which the Prime Minister rejected any attempt to return to an alliance relationship.

Hensley concludes with a thoughtful epilogue, in which he ponders our nation’s unconfident sense of nationalism. He sees the anti-nuclear policy as a talisman against that lack of confidence.

Even though the alliance rift occurred 26 years ago, it still has an impact. *Friendly Fire* is recommended for all with an interest in defence diplomacy. 

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SQNLDR Stu Pearce is posted to the Directorate of Aeronautical Engineering at HQNZDF as the Staff Officer Mechanical Systems & Propulsion. He has served in the RNZAF as an Engineering Officer for 7 years, following 7 years in the RAF, plus 2 years prior to that as a Sapper in 75 Regiment Royal Engineers, British Territorial Army.
Skyhawk Goes Home

As the Royal Australian Navy prepared to celebrate its centenary in recent weeks, an ex-RNZAF TA-4G Skyhawk fighter was formally presented to the Australian Fleet Air Arm Museum in a ceremony on 19 September. Air Commodore Steve Moore, representing the RNZAF, shook hands with Commander Australian Fleet, RADM Tim Barrett, to signify the official handover of the TA-4 Skyhawk during the ceremony held at the Fleet Air Arm Museum.

The Skyhawk, symbolising the era when the RAN flew jets at sea from HMAS MELBOURNE, is a valuable addition to the Museum’s collection. Skyhawk No. N13-154911 served with No.724 NAS from 1967 until 1984, so was returning to familiar ground when it arrived back at HMAS ALBATROSS aboard an RAAF C-17 in 2012. The New Zealand maintenance team then put in long hours reassembling the aircraft before the next refurbishment stage which involved repainting the aircraft in No. 724 Squadron livery in preparation for public display.

Museum Director and Senior Curator, Mr Terry Hetherington said the Skyhawk would play a vital role in telling the Fleet Air Arm Story. “The purchase of the Skyhawks took the Fleet Air Arm into the supersonic age and we very much appreciate this gift from the RNZAF and the opportunity to display the Skyhawk in our collection as a symbol of those exciting times.”

Flypast for Aussie Naval Centenary

An International Fleet Review on Sydney Harbour celebrated the centenary of the entry of the original Royal Australian Navy seven-ship ‘fleet unit’ into Sydney on 4 October 1913. HMNZS TE MANA, with personnel from No.6 Sqn RNZAF embarked, was one of the warships which took part. During Saturday 05 October, the RAAF and the RAN’s Fleet Air Arm sent formations of fixed-wing fighters and P-3 Orions over the harbour, along with a massed 26-ship helicopter formation. The RAAF Roulettes gave a spectacular aerobatic display as the finale to the display of maritime air power.

The New Zealand White Ensign flew beside Australia’s naval White Ensign on Sydney’s Anzac Bridge from 3-11 October, in recognition of the close relationship between our two countries.
On Saturday 28 September, in front of about 250 past and present members, No 40 Squadron unveiled their memorial to the seven Squadron members killed since the formation of the Squadron in 1943. The names of the seven men have now been cast in bronze and are set on a Kohatu (rock) from Mt Cook.

- **On 24 September 1945**, three hours after takeoff from Espiru Santo, New Hebrides (Vanuatu) Dakota C-47B NZ3526, en route to Whenuapai went missing with four No 40 Squadron crew on board and 16 passengers.

- **On 23 July 1975**, while conducting ice survival training on Mt Cook an avalanche struck. Three Squadron members were buried alive inside their caves.

With the No 40 Squadron Standard in place, the Base Auckland Māori Culture Group, led by F/S Kathie Nikau, welcomed the families of the men killed with a very emotional Karanga and Haka Powhiri.

The Commanding Officer of No 40 Squadron, WGCDR Matt Hill, paid tribute to the sacrifice made by the men, before OC 485WG, GPCAPT McEvoy, presented NZ Defence Service Medals to the families present. Chaplain WGCDR Ants Hawes blessed the Kohatu before the RSA ode was read by F/S Kenny Murray.

As LAC Jeff Tribe began the Last Post, a C-47 Dakota flown by former No 40 Squadron pilot Geoff Cooper flew over the ceremony in salute. It subsequently landed and was of great interest to both former and current members of the Squadron. The ceremony concluded with a Himene from the Cultural Group.

The veterans, who had come to Whenuapai ‘from the four winds’ spent the afternoon re-acquainting themselves with the C-47 and C-130 before an evening of ‘tall tales and half truths’ was spent at the Base Auckland Warrant Officers’ and Senior NCOs’ Mess.

At the memorial unveiling and our reunion were seven survivors from the Mt Cook Avalanche, and nine former Squadron COs, including AVM ‘Tommy’ Thompson, who was CO40 in 1975 and flew a C-130 to Mt Cook the day following the avalanche.

SQNLDR Ross Jannesen, who resides in San Francisco, travelled the furthest to be with us; next most-travelled was WGCDR (Dr) John Farris from Perth. All who attended appreciated the event and the families of those lost acknowledged the Squadron’s efforts to create the Memorial.

FOUR WINDS MEMORIAL

**By FLTLT Greg Pryce, Air Loadmaster Leader, No 40 Squadron**

Our Heritage

FOOTNOTE: A Memorial Port has been laid down, and there are limited quantities still available at the Squadron for those wishing to purchase a bottle.
By Ric Oram*

The invasion of the Treasury Islands in the Solomons—the only opposed amphibious assault involving New Zealand forces since Gallipoli—was conducted seventy years ago last month, on 27 October 1943. The fighting lasted hardly more than a week and ‘only’ 40 New Zealanders were killed. But my father was one of those forty; I was proud to visit Mono Island in October 1993, for the 50th anniversary of the landing.

Much has been written about the mainly United States-Japanese conflict in the Pacific. After Japanese naval and land forces were defeated at Guadalcanal in the Solomons, early in 1943, clearing the remainder of the Solomons Islands and an advance towards Rabaul, the primary Japanese base in the theatre, followed.

Allied commander, Admiral ‘Bull’ Halsey planned a major landing at southern Bougainville on 1 November. But along the way were the Treasury Islands—Mono and Stirling, just a few hundred metres apart—just south of Bougainville. The US Navy embarked New Zealand soldiers in New Caledonia, took on American Army engineers and equipment and, with American and New Zealand pilots in the air overhead, invaded the two jungle-covered islands and their garrison of fewer than 250 Japanese.

In the weeks leading up the landing several United States and one RNZAF aircraft had been brought down near Mono Island, with crew hiding in the jungle from the Japanese, helped by villagers until the New Zealand soldiers stumbled on them. This was a drama of downed airmen, reconnaissance parties being landed on beaches and close-quarter jungle warfare.

The RNZAF’s contribution to the invasion was No.18 Squadron’s P-40 Kittyhawks, which flew top cover for the amphibious task force. No.18 and No.16 Squadrons formed the New Zealand Fighter Wing, established on 15 October when they moved to their new base, RNZAF Station New Georgia (at Ondonga on the north-west point of New Georgia island) just 100 miles from Mono.

Japanese air strength, though weakened by the previous weeks of combat, remained deadly; an air raid struck at the RNZAF station on the day of the Mono landings. While no United States or New Zealand aircraft was lost during the Mono operation, the subsequent landing on Bougainville led to intense air combat, with the NZ Fighter Wing flying over 1000 sorties that month. By 17 December, RNZAF Kittyhawks with long-range tanks were able to reach Rabaul, operating as bomber escorts or on offensive sweeps.

Mono Island’s involvement in the war has, albeit anonymously, long been enshrined in pop culture. American author James Michener, who served in the Pacific, published Tales of the South Pacific in 1947. One of his short stories, set in the mythical village of Bali Hai (inspired by the similar-sounding Mono Island village of Falamal) was adapted in 1949 by Richard Rogers and Oscar Hammerstein for their musical South Pacific, which became an instant hit on Broadway. The film South Pacific followed in 1958.

Meanwhile our Pacific invasion is commemorated annually on Mono Island in the church the Kiwi soldiers rebuilt in 1943. The Solomons gained independence from Britain on 7 July 1978, but the villagers celebrate it on October 27, retaining their ‘national anthem’ which extols the deeds of the New Zealand soldiers who freed them from the Japanese invaders on that day.

*Ric Oram is a former New Zealand Herald defence reporter, now retired in Central Otago.
THE NEW ZEALAND DEFENCE MERITORIOUS SERVICE MEDAL

On 17th October, the Chief of Defence Force, LTGEN Rhys Jones, announced a new medal, the New Zealand Defence Meritorious Service Medal (DMSM).

The new medal replaces the New Zealand Meritorious Service Medal (NZSM) [see sidebar]. The NZSM continues to be officially recognised and can still be worn by recipients.

CDF said the Defence Meritorious Service Medal will recognise outstanding service across the whole of our Defence Force.

“The new medal can be awarded to all ranks of NZDF, Regular and Reserve Forces and civilians, regardless of the recipient’s rank, grade, Service affiliation, or length of service,” he said. “The DMSM recognises the changing environment that Defence Force personnel work in now and will in the future. It fills a significant gap that has existed for some time in the range of NZDF honours and awards.”

In the hierarchy of awards for distinguished and meritorious service, the DMSM comes after the New Zealand Order of Merit and Distinguished Service Decoration and before the Chief of Defence Force and Service Chief’s Commendations.

The DMSM may be awarded by the CDF in recognition of an act, conduct or service that, in the opinion of CDF, is outstanding and worthy of medallic recognition.

David Baguley, Assistant Military Secretary (Honours & Awards) in the Office of CDF explains that the colours of the new ribbon for the DMSM have the following origins.

Crimson has been used in the design of long service awards since 1830 in the British army and since 1887 for distinctive New Zealand military medals, including the historic New Zealand Long and Efficient Service Medal (1887-1931) as well as the previous NZ Meritorious Service Medal.

The ribbon of the previous NZMSM is crimson with a green central stripe. Green is a colour in heraldry associated with all three Services. That design has been amended by the addition of a narrow white stripe either side of the central green stripe and a narrow yellow stripe at each edge. Yellow (implies gold in heraldry) alludes to achievement or brilliance.

The colours have been selected to provide a link with the two MSM awarded in New Zealand and the historic New Zealand Long and Efficient Service Medal.

More information about the DMSM, order of wear and award guidelines can be found on the New Zealand Medals website: www.medals.nzdf.mil.nz

THE NEW ZEALAND MERITORIOUS SERVICE MEDAL

The New Zealand Meritorious Service Medal was originally instituted by British Royal Warrant in 1898 for award to Warrant Officers and Senior Non-Commissioned Officers of the Army. A New Zealand Royal Warrant was authorised in 1985 and the award was extended to include Warrant Officers and Senior Non-Commissioned Officers of the RNZN and RNZAF.

The NZMSM was awarded for meritorious service of twenty-one years or more and recipients had to already hold a LS & GCM. The Royal Warrant specified that only those with the substantive rank of Sergeant or Petty Officer and above could be considered for award of the medal. The number of personnel holding the award was restricted to 10 serving members of the Navy, 20 serving Army personnel and 15 serving in the Air Force, at any one time.

In total 37 NZMSMs have been awarded to RNZAF personnel since 1985.

A joint force from the NZ Army and RNZAF supported the NZ governmental delegation to Majuro, in the Republic of the Marshall Islands, for the Pacific Island Forum 2013, providing air transport, aircraft security, logistics, and medical assistance.

While off-duty, the group organised the ‘2013 NZDF Majuro Coast-to-Coast’ race—from the seaward side of the atoll, across a road, and on to the lagoon.


PACIFIC ISLAND FORUM ‘COAST TO COAST’

TRANS-TASMAN FOOTBALL TOURNAMENT

The Australian Defence Football Federation is hosting a National Carnival 01 – 09 November in Sydney for the three Australian Services, a combined Police, Fire & Ambulance team, and the NZDF. The tournament culminates in trans-Taman test matches between the ADF teams and the NZDF.

Historically the NZDF teams have done very well either winning the tournament or coming in second place. However this year we are sending a number of new caps in the squads, (Men 9, Women 7) but the tournament will allow our upcoming NZDF footballers to intense competition. A full report next month!
The NZDF Rugby Team is conducting a three-match tour.

The first match was at Whangarei on 12 October against a Northland Div 1 Invitation XV. After being tied 19-all at the half, the NZDF team went on to win. **NZDF 47 – Northland 24.**

The second match was against the Police national team, at Whenuapai on 16 October. This was a comprehensive win, including two run-away tries after turn-overs on or near our own line and made a comeback difficult for the Police.

**NZDF 28 – Police 5.**

The next game was to be against a Heartland XV in Methven on 05 November, after AFNews went to press.

### RNZAF MEMBERS OF THE NZDF SQUAD:

<table>
<thead>
<tr>
<th>Rank</th>
<th>Name</th>
<th>Position</th>
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<tbody>
<tr>
<td>SGT</td>
<td>Andrew Tihore</td>
<td>Assistant coach</td>
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<tr>
<td>FLTLT</td>
<td>Mike Ward</td>
<td>Assistant Manager</td>
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<tr>
<td>CPL</td>
<td>Craig Moore</td>
<td>Forward</td>
</tr>
<tr>
<td>CPL</td>
<td>Richard O’Flarherty</td>
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<td>AC</td>
<td>Patrick Tafili-Reid</td>
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<tr>
<td>AC</td>
<td>Mike Emmerson</td>
<td>Reserve</td>
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**OHAKEA TRIATHLON**

The Ohakea Sprint Triathlon was held on 18 September—a 750m swim, 20km bike and 5km run around the base.
**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.

**RNZAF Cricket 65th Anniversary Reunion**

Let's celebrate the 65th anniversary of the inaugural Inter-base Cricket tournament
30 - 31 January 2014, Ohakea
This will allow attendance at the 2014 Inter-base tournament finals day and the end-of-tournament function on 30 January, followed by the formal reunion dinner on 31 Jan.
Registration details via the RNZAF internet site.
All personnel who have been involved with RNZAF cricket from Base level upwards are welcome!
Enquiries to the Reunion controller WO Gary Clark
04 4396162, 04 5296026, or 022 060 7906

**Operation HOKINGA**

Waitangi Day 2014, Burnham Camp
The return of our contingents from Afghanistan, Timor-Leste and the Solomon Islands this year marked the end of 13 years of service in those countries.
Operation HOKINGA – The Return to New Zealand Celebration will be a festival celebrating the joint effort of our sailors, soldiers, airmen and -women who deployed from the South Island and or Burnham-based Units.
A daytime festival of fun for families including rides, games, food stalls, face painting and a talent quest.
An amateur boxing competition.
An evening concert with entertainment provided by local bands.
POC: WO1 Grant Payton, 337 7303 (DTeln)
All profits from this event will go to the Fallen Heroes Trust.

**Officer Cadets 1983, 1984, 1985 ’30 Years On’**

25, 26 & 27 April 2014
RNZAF Base Wigram—Air Force Museum, Christchurch
Open to all Officer Cadets who passed through No2 Officers Mess, Wigram some 30 years ago. The main event will be a Dining In to be held in the Air Force Museum at Wigram on Saturday 26 April 2014. Other events will occur on Friday 25 April with a Welcome Night as well as Course Brunches on Saturday and Sunday. Partners welcome.
Registration: Scott Arrell (scott.arrell@xtra.co.nz) before 15 December 2013

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**Grumman TBF Avenger**

The Grumman Avenger served operationally with the RNZAF during 1943–44 over Bougainville. While most were disposed of after the war under the terms of Lend-Lease, a few remained in RNZAF service as target tugs until 1959.

The Avenger earned fame as a torpedo bomber for the US Navy. Its first action was during the Battle of Midway (when 5 out of 6 were shot down) before it became the standard torpedo bomber in USN carrier air groups. The Avenger played a full part in the carrier battles of 1942 and 1944 with the type’s final action as a torpedo bomber being the sinking of the giant battleship YAMATO in April 1945.

As well, the Avenger proved to be a very good ASW aircraft, flying from escort carriers during the Battle of the Atlantic and in support of Arctic convoys. The bomber was also used in close support missions during amphibious operations.

The Avenger was developed by the Grumman Company in 1940–41. Powered by a 1900 hp radial engine, the Avenger had a pilot, radio operator/bombardier and turret gunner and carried a torpedo or four 500 lbs (220kg) bombs in an internal bomb-bay. Grumman were holding a public launch for the new aircraft on 7 December 1941, when news of the Pearl Harbor attack came through. The name Avenger was thus appropriate.

General Motors took over production, so that Grumman could concentrate on the new Hellcat fighter, the GM-built Avengers were designated TBM. From 1943 it entered service with the British Fleet Air Arm, where a number of New Zealanders flew the type.

The RNZAF was allocated its Avengers during late 1943 and they operated in Bougainville from March – July 1944 with No. 30 and 31 Squadrons. Later, a number were returned to the USN while some fitted as target-tugs were re-allocated to the British Pacific Fleet, based in Australia.

Post-war, a Research and Development Flight used three Avengers for aerial top dressing trials at Ohakea and Masterton, which led directly to today’s aerial agricultural industry.

The Grumman Avenger pictured, TBM Bu. No. 91110, was brought back to New Zealand in 2012 by Brendon Deere and is now based at Ohakea. It is registered as ZK-TBE and this year was repainted in RNZAF colours, which retain the underlying USN three-tone blue camouflage. (Readers will recall it was displayed at the RNZAF 75th Anniversary air show in US Navy colours.)

The Avenger is presented as NZ2518 ‘Plonky’ of No. 30 Squadron, which was piloted during the war by Fred Ladd, a famous aviation personality in post-war New Zealand. The Avenger showed its RNZAF colour scheme for the first time this year at Gisborne, during a reunion for 30 and 31 Sqn personnel.

The air-to-air photo was taken by Gavin Conroy.
Grumman TBF Avenger Tech Specs

**Powerplant**: Wright R-2600-20 radial engine, 1,900 hp (1,420 kW)

**Max Speed**: 275 mph (442 km/h)

**Ceiling**: 30,100 ft (9,170 m)

**Range**: 1,000 miles (1,610 km)

**Bombs**: One torpedo or up to 2,000 lb (907 kg) of bombs.

**Guns**: 2 × 0.50 in (12.7 mm) machine guns in wings
           1 × 0.50 in (12.7 mm) MG in dorsal turret
           1 × 0.30 in (7.62 mm) MG in ventral mounting

**Rockets**: 8 x 3.5 in rockets

**Crew**: 3

**Wing Span**: 54 ft 2 in (16.51 m)

**Length**: 40 ft 11.5 in (12.48 m)

**Height**: 15 ft 11 in (4.8 m)

**Max Weight**: 17,893 lb (8,115 kg)

**Range**: 1,775 nm (3,270 km)

**Ceiling**: 27,500 ft (8,370 m)

**Max Speed**: 190 mph (306 km/h)

**Wright R-2600-20 radial engine**
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