TACTICAL LIFT
HELI OPTERS MOVE EX SOUTHERN KATIPO

TYPHOON RELIEF—LABOURS OF HERCULES IN THE PHILIPPINES

RNZAF YEAR IN REVIEW
Our mission
To carry out military air operations to advance
New Zealand’s security interests with professionalism,
integrity and teamwork.
Air Force News is the official magazine of the Royal
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F/S Matt Beaven, an NH90 HCM with Helicopter Transition
Unit, watches the landing spot as the NH90 arrives at a drop zone to unload personnel
during Exercise Southern Katipo. See Story on p.18.
Photo: Mr Roderick J. Mackenzie, Base Auckland
Photo Flight

New Zealand Government
As the saying goes 'time flies when you're having fun'. If that's the case then this past year has been a fun-filled one because it sure has gone fast!

It's been a busy and demanding year but we have achieved a great deal, and I am proud of the many accomplishments that we have achieved. Operationally: we played a critical part in the extraction of forces from Afghanistan, East Timor and Solomon Islands; successfully conducted a number of high profile VIP tasks; and carried out many SAR tasks with both Orion and Iroquois aircraft. We provided a wide range of support to the other Services and a variety of other Government departments including EEZ patrols both here in NZ and further afield in the South Pacific. Recently an NH90 successfully lifted around 35 tonnes of debris from the Pike River Mine in support of the efforts to re-enter the mine, a great demonstration of the capabilities of the new helicopter (see page 24).

As I write this we also have a C-130 detachment doing outstanding work in the Philippines as part of the international humanitarian disaster relief effort following the devastation of Typhoon Haiyan [see page 6]. We are also in the middle of providing the annual air logistic support for the NZ and US Antarctic programs.

We made good progress this year with introducing our new and upgraded aircraft into service. They are proving to be very capable platforms that will stand the NZDF in very good stead into the future in terms of delivering modern military air capability. Just around the corner are two more exciting programs—introducing the replacement Seasprite helicopter, and the new Pilot Training Capability. When these two projects are complete we will have moved to an ‘all glass-cockpit’ Air Force and improved the reliability and availability of all our fleets in just over a decade. That is a phenomenal advance in capability and technology for such a small Air Force and this has been achieved on the back of a huge amount of outstanding work by a wide range of people across the RNZAF as well as the wider Defence organisation.

In amongst this challenging but satisfying work, we have still managed to make the most of the things that really make our Air Force what it is.

- We’ve continued to grow our people by providing rewarding professional development opportunities.
- We’ve shown the professionalism and the capabilities of our people by participating in a wide range of international events and exercises. Exercise KIWI FLAG—that we’ve just hosted—and our involvement in Exercise SOUTHERN KATIPO, one of the largest NZDF exercises hosted in New Zealand recently, are both great examples (see page 16).

We’ve also enjoyed success in sporting, recreational, musical and cultural activities as well as providing support to communities, through Cadet Forces’ activities and other community organisations’ events. All told, we have certainly had an impact on the lives of many New Zealanders. They invest in us and we in turn must provide a good return on that investment—and we do.

So as we approach the end of this year, take some time to reflect on your personal achievements as well as those of your unit and the Air Force, and remind yourselves of the value we deliver as a team, and the fun we have had along the way.

You can go into the Christmas break proud of the part you have played throughout the year. I am immensely proud of you all and what the RNZAF stands for. My sincere thanks to you all for your hard work, commitment, and professionalism—and please convey my appreciation to your families for their support. They enable us to individually and collectively achieve the successes that we do.

Have a great Christmas break and come back re-energised to rip into what will be another exciting year in 2014!

By Air Vice-Marshal Peter Stockwell, Chief of Air Force

Have a great Christmas break and come back re-energised to rip into what will be another exciting year in 2014!
The Minister of Defence announced on 13 November that the Defence Mid-Point Rebalancing Review (DMRR) has been completed and the Government has agreed to a sustainable long term funding approach for the NZDF.

Dr Jonathan Coleman said “This funding approach allows the NZDF to plan strategically for its long term future. It will ensure the NZDF can maintain and improve its current mix of capabilities, and deliver on the Government’s expectations set out in the 2010 Defence White Paper.

“The Government is committed to ensuring New Zealand has a capable, sustainable, deployable, and affordable future defence force. As a first world nation, we believe a credible Defence Force is non-negotiable.

“Further details on the funding will be announced after the Budget. A revised Defence Capability Plan will also be released next year, which will give more detail on our capability intentions over the medium term.

“This outcome is a reflection of the hard yards NZDF has done in the last few years on reform and finding efficiencies. I want to congratulate the leadership of the NZDF and serving personnel for the significant achievements and progress made during this period. I know you remain committed to making on-going savings and efficiencies.

“Finally, I would like to commend the personnel who have been involved in the DMRR. The process has been robust, far-reaching, and [is] an exemplar for other Government departments.”

The Chief of Defence Force commented that the Government’s commitment to a long-term funding package for the NZDF, as announced by the Minister, brings greater certainty to the NZDF. Funding details will be released in Budget 2014 [next May].

“This shows that the Government is committed to Defence, our people and the great work we all do. The Defence Force is a ‘people organisation’ and the Government’s decision means we can sustain and grow personnel numbers over time. We will be able to upgrade and modernise those parts of our estate and infrastructure that need attention.”

“Our Future 35 strategic vision of the Joint Task Force will become a reality, with the Army aiming to deploy and sustain an 800-strong Combined Arms Task Group, while the Navy and Air Force will have modern Air and Maritime assets, as envisioned in the Defence White Paper 2010.”

“The DMRR developed different scenarios to present to Cabinet, so they could make an informed decision about funding our future. I would like to thank those who contributed to the DMRR for the long hours they put in, and the quality of the thinking they brought to this task.”

“This process has helped the Government reconfirm the value the Defence Force delivers to New Zealanders, and sends clear signals to our international partners that New Zealand is committed to maintaining a modern, agile and effective military.”

“We have an agreed and sustainable long term funding approach out to 2030 and can now plan our future with certainty.”

“Many of the improvements and changes we have made over the last few years to make Defence an organisation capable of delivering our Future 35 Strategy have not been easy. Your commitment and hard work has made it happen and at times I know you might have thought it was impossible. [But our] vision is being realised.”

“We still need to be looking for new and innovative ways of doing our business. We are committed to continual improvement; the Defence Excellence approach has been set up and I encourage everyone to see how this programme might be used to enhance your work area.”

“The review process has been worthwhile; this hard work has allowed us to fully understand what we need to do to remain viable into the future. Decisions made today affect not just tomorrow, but 20 years into the future. I am confident that the review team has managed a robust, successful, process which will help your leaders and the government make the right decisions about the Defence Force’s future.”
Achievements and progress on the Savings and Redistribution Programme. Savings are reinvested into frontline capabilities:

- new trucks for the Army (a $113m contract with Rheinmetall-MAN was signed in April for 200 trucks and the first production batch has arrived in Auckland).
- upgraded maritime helicopters for the Navy, and
- a significant pay rise of $45m in 2012 (90% of NZDF personnel received a pay rise, with the overall average being 5.8%).

Improving morale and slowing attrition. The Minister decided not to increase military rents as it would have a negative impact. Morale is now trending upwards since the start of 2012, and attrition rates are falling back to historical ranges.

The Anzac Frigate Systems Upgrade project. To keep HMNZ Ships TE MANA & TE KAHA up to date and in service until the end of the 2020s.

The Pilot Training Capability project. Will purchase new dedicated advanced pilot training aircraft for the RNZAF. The new aircraft, a flight simulator and ground-based training devices will deliver a safer and more effective pilot training system for the Air Force.

The Maritime Helicopter project. A $242m contract was signed with Kaman Aerospace in May for the purchase of 8 upgraded Seasprite naval helicopters, and two spare airframes. The first three aircraft will come to NZ in early 2015, with the full complement of eight scheduled to be in service during 2016.

Upgrades of C-130 Hercules and P-3 Orions. These projects are continuing, which will allow both fleets to remain effective and in service into the 2020s.

New Helicopters. All 5 AgustaWestland A109 LUH, and 7 of the eight NH90 helicopters have arrived in NZ for the RNZAF [the 7th airframe arrived as this issue was published].

Strategic Policy. This Government’s view is that defence is an important lens through which our foreign policy is viewed. The 2010 Defence White Paper set the strategic vision for the NZDF through to 2035. It identified the policy settings and the suite of military capabilities the NZDF would require to deliver on the Government’s expectations. It set out a framework for reform and efficiencies.

No strategy without dollars. A significant long term funding gap was identified—a $537 million shortfall in operational funding by 2021 and a $4 billion shortfall in capital funding by the mid-2020s. Even with the full delivery of the NZDF Savings and Redistribution programme, new money would be required. The Defence Mid-point Rebalancing Review made it clear what the trade-offs between funding, defence capability and defence policy would be.

The Government is fully committed to investing in the NZDF, and the DMRR outcome has reaffirmed this commitment. A combined effort by NZDF, MoD, Treasury and DPMC over almost a year has delivered a clear and detailed long term vision on how to deliver on the Government’s expectations.

The Government will fund a Defence Force that:

- is able to deploy independently on sustained operations,
- has credible combat capabilities, such as the Naval Combat Force and Special Operations Forces;
- can contribute to coalition operations, and
- help maintain a rules-based international order.

The NZDF signals to our overseas partners our commitment to contributing to international security. The capabilities inherent in the Joint Task Force—envisioned in the 2011 Defence Capability Plan—remain on track, ensuring the NZDF can respond to a wide range of scenarios in the South Pacific, and contribute further afield.

The NZDF will build personnel strength:

- to enable the Army to be able to deploy an 800 man Combined Arms Task Group
- to allow the Navy and Air Force to get the most out of their new and upgraded fleets of ships, aircraft and other equipment.

A revised Defence Capability Plan will be developed; it will set out the existing mix of capability intentions outlined in the current Defence Capability Plan, illustrate the progress since the last plan, reflect any additional intentions signalled as part of DMRR, and provide a basis for industry expectations for capability projects over the medium term. The next Defence White Paper currently scheduled for 2015 will be an opportunity to validate the established policy settings.
CEBU, The Philippines, 24 November.

“Someone told me this is a New Zealand aircraft. Thank you New Zealand for getting me and my family to safety; thank you for helping us,” said Cristino Campo, a 50-year-old carpenter from Tacloban who was evacuated with his wife and three children. The 40 Sqn Hercules that Mr Campo and his family boarded, evacuated that same day some 240 survivors, after it flew in aid to the typhoon-devastated city.

Typhoon Haiyan, which made landfall in the eastern Philippines town of Guiuan on 8 November, obliterated many towns and cities in the Visayas, killed an estimated 5,000 people and left around 4 million others homeless.

The 24-member detachment from No. 40 Sqn and No. 209 Sqn deployed here to help survivors of Typhoon Haiyan. They departed NZ on 14 November, and here in-theatre they are showing the Philippine public and the rest of the world that military muscle does not define the size of contributions to the humanitarian aid operation.

KIWI HERCULES FLIES FAR AND FAST FOR TYphoon RELIEF

By Luz Baguio, Defence Communications Group

Powered by the Kiwis’ much-vaunted ‘can do’ attitude and guided by the steady hand of aircraft captain SQNLDR James Anderson, the RNZAF C-130H(NZ) NZ7004 has been delivering tonnes of aid every day to survivors stranded in remote island communities of the eastern Philippines. As of 23 November, the RNZAF had distributed 170 tonnes of supplies and evacuated around 800 survivors to the central Philippines city of Cebu, one of few cities in the Visayas region that escaped the wrath of the super storm.

“Our priority is to support the efforts by the Philippine government to provide food, water and shelter to those hardest hit by the storm,” explained SQNLDR Steve Thornley, who is leading the Kiwi humanitarian mission to the Philippines. Personnel from 209 Sqn are also in the detachment to support the air crew and maintainers during the mission.

The United States’ military might is evident in the multinational relief effort. In the first week after the disaster, the United States deployed some 1600 US Marines, soldiers, and sailors with 50 aircraft and ships including the aircraft carrier USS GEORGE WASHINGTON into the disaster zone. Their air component included 16 Osprey ‘tilt-rotor’ aircraft, 10 C-130s, and dozens of Sea Hawk and Black Hawk helicopters.

But it is the relatively modest New Zealand contingent with their single C-130 Hercules who have won the hearts of Filipinos.
“I was quizzed today in the shopping mall about the size of New Zealand. When I said we have less than 5 million people, the locals were astounded that such a small nation would care so much to send so much aid. The man I was talking to was in tears; he was so thankful that we’ve sent our boys,” related Patrick McKay, an ex-RNZAF serviceman living in the Philippines. “Thanks New Zealand! You really made a hit over here.”

Philippine authorities also praised the New Zealand contingent. “The New Zealand Air Force personnel have served the Filipino people well,” said LT GEN Roy Deveraturda, commander of the Armed Forces of the Philippines’ in the Visayas region. The Philippine General oversees the logistical hub set up in Cebu to manage the international humanitarian assistance and disaster relief (HADR) operation.

“They are professional, efficient and committed. They have contributed a lot to the international HADR operation and we are very grateful for their assistance.”

BRIG-GEN Rodolfo Santiago, who oversees the Incident Management Centre in Cebu, described the RNZAF’s C-130 as “a workhorse” for doing as many as three sorties a day to typhoon-wrecked areas. “The Kiwis, in their understated way, have done a great deal in helping us reach hard-hit areas. I’ve enjoyed dealing with them—no fuss, no complaints, just work.”

A typical day for No. 40 Squadron detachment goes on for at least 13 hours, though it stretched to 19 hours on 20 November due to maintenance work on the Hercules. Loading and offloading of aid supplies—supervised by Air Loadmasters FLTSGT John Beere, SGT Reece Fenton and SGT Rodrigo Arriagada, and aided by local men and US or Australian soldiers present in the disaster area—are so efficient that within 30 minutes after landing, the Hercules is airborne again.

“It’s great to be part of this multinational effort to help the Philippines and have the opportunity to make a difference. It’s very rewarding to be able to wave the Kiwi flag,” said SQNLDR Anderson.

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**OP ANTARCTICA**
In contrast to the tropical humidity of the Philippines, the RNZAF’s annual commitment of Hercules and Boeing flights to McMurdo Station in Antarctica commenced on 03 October. “By mid-November, we had flown 2 x B757 Flights and 3 x C130 flights. Future tasking was still to be confirmed but we are expecting to achieve 6 flights of each type, during this season,” said F/S Vanessa Rowan, Ops Officer for No. 40 Sqn. A full report next issue.
BY GPCAPT KEVIN MCEVOY, OFFICER COMMANDING

The achievements of the Squadrons are a testament to the commitment and professionalism of those who support them at the Wing. Everybody has shown remarkable resilience as they’ve worked through the challenges of the introduction into service for both the Hercules and the Orion.

A massive thanks to the whole team at the Wing, but also to everybody on Base Auckland for pulling together and making 2013 so successful. Without everybody working collaboratively and being focused on the end game we would not have been able to achieve so much.

BY SQNLDR MARCUS HOGAN, ACTING COMMANDING OFFICER

For 2013 it has been one of the most challenging and rewarding years with release of P-3K2 capability. Interim Supplementary Type Certification was achieved for Search and Rescue capability early in the year enabling the K2 to perform SAR. Whilst this was going on Trials and Development (T&D) were being tackled for the next operational capability, Surveillance and Reconnaissance, which was issued in September. The last legacy aircraft was inducted into upgrade in March, captained by SQNLDR A. Benton.

Deployments in support of T&D, crew qualification, and our continued international obligations were continual. Operation IROSEAN in Malaysia and Exercise ROKKIWI hosted by Republic of Korea Navy took place in August [see AFN 151]. That deployment included interaction with the US Navy, which assisted with initial T&D of Anti Submarine Warfare procedures as well as basic co-ordinated operations with other assets, and further development of RNZAF interaction with the US military. This deployment ended with Operation KATANA in Tokyo engaging with the Japanese Maritime Self Defence Force and with the USN in Okinawa, before patrolling through the Pacific to complete the K2’s first major deployment.

Subsequent deployments have included Exercise TRITON CENTENARY in Australia, and Malaysia for Exercise BERSAMA LIMA as part of the Five Power Defence Arrangement (FPDA).

Overall No. 5 Squadron has achieved some huge milestones in 2013. This can be put down to some long hours by not only our Squadron, but also HQ JFNZ, DSE, 485WG, 209 and 230 Squadrons, and other RNZAF units and Government departments. The work doesn’t stop however, as 5 Squadron is planning for exercises in both the UK and the US, in preparation for our deployment to the Horn of Africa for Operation TIKI.

From No. 5 Squadron, have a merry Christmas.
NO. 6 SQUADRON
By CDR Brendon Clarke, Commanding Officer

Three words sum up 2013—busy, exciting, challenging. No 6 Squadron has experienced another high tempo year of training and flying, both ashore and embarked. Concurrently we have hosted many visitors, including Members of Parliament, senior officers from both the Navy and Air Force, aviation institutes, schools, cadets and a number of foreign dignitaries.

The year began with the Squadron team returning our aircraft to flying operations (something our helicopters don’t always like after a month of no flying) Teething problems aside, our aircraft were sent to sea, and south for air shows in Wairarapa and Omaka. The major highlight for the beginning of our year was the Squadron’s first simultaneous firing of two Maverick missiles from two aircraft.

Throughout the course of the year the Squadron has trained numerous Air Force and Naval personnel at the Flight Deck Trainer Unit, before these men and women deploy to sea in our helicopter-carrying ships. In addition to the frequent short deployments around the country in support of fisheries taskings, the Squadron also deployed to Woodbourne for our annual mountain flying exercise. It is in this environment the aircrew learn and consolidate safe techniques for dealing with a myriad of challenges including reduced aircraft performance and rapidly changing weather.

NO. 40 SQUADRON
By WGCDR Matt Hill, Commanding Officer

Overall, this has been another busy year for all in our Squadron. Even as AFNews went to press the Squadron was committed to support the multi-national Philippines’ typhoon recovery effort.

Notable events during the year included the withdrawal of NZDF personnel from operational missions in Afghanistan and Solomon Islands by both B757 and C-130 aircraft. For Hercules NZ7001 Afghanistan was its first mission, following delivery from upgrade just two weeks prior. As well, continued support was provided to Op ANTARCTICA by B757 at the close of the 12/13 season, and by both B757 and C-130 for the opening of the 13/14 season.

The Boeings also had a busy year supporting numerous VIP missions, including taking our Prime Minister to China, South America, SE Asia for APEC and the Pacific Forum—and support for other MPs attending the US Strategic Dialogue Meetings in Washington DC. (Incidentally our second B757 was also in China on a separate task at the same time as the PM’s visit). At the time of writing the Boeing Flight supported the NZ delegation to the Commonwealth Heads of Government Meeting in Sri Lanka. Other notable B757 tasks during the year included the last task in support of the old Ex LONLOOK format and the Chief of Navy’s visit to Guam.

While Hercules tasking, outside of operational missions and Op ANTARCTICA, was affected by aircraft availability during the year, there were still a number of significant milestones. We achieved success with both crews deployed to Ex GREEN FLAG, taking the top two positions from a total of 15 crews, and in the process achieving the best scores on the exercise in 15 years. This aptly demonstrated the C-130H(NZ)’s interoperability with our key Allies and also underlined the proficiency of our personnel in Airborne Operations, following the extensive Operational Testing and Evaluation of our upgraded C-130H(NZ).

In addition to the obvious involvement in all of the above, 40 Sqn Maintenance conducted successful Air National Guard exchanges in Antarctica for 10 personnel, and were involved with the Hercules fuel tank resealing programme for all three upgraded aircraft. As well, our maintenance teams achieved combined success with DTA, DCAM and MSS to resolve the problems of the Engine Data Concentrator Unit (EDCU)—the black box into which all of the engine parameters are fed, get processed and then output to the engine display panels). Resolving those problems promises to increase our C-130 serviceability significantly.

Throughout the year the dedication and commitment by all Squadron personnel has been to the highest level, and all our staff can look back with satisfaction on the part they each played in the year’s achievements. The ability of Squadron personnel to perform to this level is, in no small part, due to the support and understanding provided by our families and friends—my personal thanks to you all for your significant contribution to 40 Squadron’s achievements over 2013. We wish all readers a safe and enjoyable festive season.
NO. 230 SQUADRON
By WGCDDR Glen Gowthorpe, Commanding Officer

With the new and upgraded Orions, Hercules. NH90s and Beech 200s platforms stretching their wings during 2013, No. 230 (Mission Support) Squadron saw exponential task growth and unprecedented demand for mission support across all areas.

The fledgling Intelligence Trade welcomed an additional eight Intelligence Officers and nine Intelligence Specialists, while their colleagues deployed in support of various operations and exercises. The synthetic training devices clocked up thousands of hours of aircrew and ground crew training and the P-3K2 brought in over 10 terabytes of mission data requiring analysis, storage and dissemination.

Capability Branch kept us busy with requests for specialist input to the software, simulation, intelligence and systems areas of NZDF projects, while their colleagues deployed in support of various operations and exercises. The synthetic training devices clocked up thousands of hours of aircrew and ground crew training and the P-3K2 brought in over 10 terabytes of mission data requiring analysis, storage and dissemination.

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It has been a busy year!

Our people remain our key asset—motivated, smart and flexible. Thank you to you all for your dedication and professionalism this year. No. 230 Squadron strives to be ‘a great place to work’ so if you need better work stories or are thinking of a change in 2014, see your career manager—I have plenty of challenging tasks for you to get your teeth into!

Ka Rere Maro—Ready to Respond.

NO. 209 SQUADRON
By WGCDDR Darryl Cockcroft, Commanding Officer

As you read this, 209 Sqn will be debriefing and clearing up after our major involvement in Exercises SOUTHERN KATIPO 13 and KIWI FLAG 13. We are all looking forward to a welcome respite over the Christmas period.

All-in-all it’s been another busy year for the Squadron, as it has for the Force Elements that we directly support, and the other agencies we routinely engage with. In our minds, 2013 will be remembered for:

• the Afghanistan drawdown and theatre extraction process [see AFN 146];
• key support to No. 3 Sqn during the series of annual drug interdiction activities with NZ Police;
• successful deployment to Samoa and execution of Exercise TUNEX ASTRA by the Air CIS team, after more than five years in abeyance [see AFN 153];
• as well as the myriad of Force Element Readiness Training Activities and B757 VIP tasks requiring aviation fuel, CIS, air movements and force protection support.

Additionally, the often unsung team at the RNZAF Survival Training Centre have been fully committed with assisting RNZAF aircrew to maintain their survival-related currencies, whilst also arming new personnel with the essential elements to survive in bush, sea or cold weather environments.

We extend our appreciation to those Units we support, and those who support us, for your professional and cooperative engagement over the past 12 months. Moreover, we wish you all a safe and enjoyable break with families and friends, and look forward to achieving greater mission success with you in 2014.
Best wishes to all for the holiday season and I hope you manage to get a decent break over the period so you can come back rejuvenated and looking forward to the challenges of 2014!

GPCAPT Kevin McEvoy
This year was productive and successful for 488 Wing—we have a determined, professional and committed team, all striving towards a common goal. To culminate the year with the integration of our helicopters and people in NZDF’s biggest joint exercise, SOUTHERN KATIPO, increased the motivation and morale of us all.

The team at HQ488 have worked tirelessly to ensure that the rotary and flying training units are supported in their respective roles and missions by staffing submissions to the appropriate levels for approval in areas such as Operational Requirements, developing and refining orders, manuals of training and checklists, and the like—all with a focus on strengthening operating airworthiness and safety.

The increasing release of capability has been very satisfying to see, with a particular highlight being the use of the NH90 in support of Operation Pike River, which showed the New Zealand public the tremendous capabilities of this aircraft in action [see page 24].

**FLYING TRAINING**

For Flying Training, 2013 can best be described as an unusual year, encompassing significant change management with associated high workloads, and periods of ‘hold’ for some individuals. Maintaining a positive and professional approach throughout has been the driving message from command, in order to regain business as usual processes as soon as possible.

**Pilot Training Squadron** had a relatively slow start to the year, with the cancellation of 12/2 PILOTS CSE leaving only a single course to fly. This enabled PTS to provide additional refresher training for the students holding for the advanced phase and also to train and award aircraft categories to qualified pilots holding for rotary conversion courses. An enjoyable WISEOWL deployed camp was held in Tauranga in August [see AFNews 151] (it was also warmer than the snows of Alexandra the previous winter!) and our South Island Mission Weeks were blessed with good flying weather.

**42SQN** was in the middle of introducing the replacement B200 Proline 21 variant at the start of 2013. It was a very complicated learning process, resulting in considerable time pressures and high workload, some of which is on-going—but the result is a multi-engine trainer with a modern ‘glass’ cockpit which better prepares pilots for their operational conversions. The hard work paid off as the Squadron began the Advanced Wings Course in July. The students have all made good progress and are expected to graduate by the end of next January. The qualified pilots on the unit have been making excellent use of the new, improved aircraft and have completed oceanic flight training to the Chatham Islands and across to Australia, as well as undertaking flight simulator training in Norway.

**Central Flying School** flew a successful air show season with the RNZAF Red Checkers aerobatic display team last summer, supported by Historic Flight’s Harvard. [See ‘Briefings’ for this summer’s display schedule.] Seven new Qualified Flying Instructors
3 SQN has again had a busy and productive year continuing to provide the ‘sharp end’ of the rotary wing transport force, with a full calendar, carrying out its core roles within New Zealand. Thus our work has allowed the NZDF’s new helicopter types to concentrate on their introduction into service programmes.

This year the Iroquois fleet has continued to support the NZ Army and other government agencies all while completing the required currency and upgrade flying. The Squadron has deployed on many exercises: STEEL TALON—which was used to hone the Squadron’s tactical flying skills—ALAM HALFA, FIBRE, PEKA PEKA and SOUTHERN KATIPO were flown in support of the NZ Army, and BLACKBIRD, which was held at RNZAF Dip Flat, provided the Squadron with valuable mountain flying experience and training.

Three SQN has also attended many SAREXs this year all over New Zealand, providing vital training to both air and ground crews as well as search and rescue co-ordinators. The experience gained on these SAREXs proved invaluable when the Iroquois was called out to attend Search and Rescue efforts in National Park and Taranaki. 3 SQN also assisted the NZ Police in cannabis recovery operations this year.

Our team were proud to display the mighty Huey at many air shows or static displays throughout New Zealand. Our flying displays were seen at Masterton, Auckland and Omaka.

None of these exercises or tasks could have been possible without the hard work of our Squadron’s maintenance staff. Working with reduced numbers, 3 SQN maintainers have still been able to provide the required number of aircraft to allow the squadron to deliver all the services required of it.

Our squadron personnel do deserve this summer break to recharge their batteries. We all anticipate another busy year for the Huey in 2014.

HELIICOPTER TRANSITION UNIT (HTU)

2013 has been productive for the Helicopter Transition Unit with both A109 and NH90 fleets now having passed 1000 total flying hours. The unit has all five A109 aircraft operating, while seven of our total eight NH90s have now been delivered. The progress gained in the Introduction Into Service program this year is true testament to the hard work and dedication of the operations and maintenance teams, supported by many other NZDF units.

The maintenance teams have worked especially hard and our NH90 fleet has one of the highest serviceability rates among all operating nations.

So, this year’s achievements for the A109 and NH90 teams include: continued generation of aircrew numbers, air show participation, completion of non-tactical OT&E, completion of deployed operations OT&E within NZ, development of tactical flying for the NH90, numerous national taskings in support of government agencies, four aircraft attending SOUTHERN KATIPO, full preparation completed for the first Helicopter Basic Course, preparation to upgrade the NH90 fleet to final configuration—and the odd sporting event and happy hour along the way!

It has been an exciting year bringing our new fleets into the tactical environment—with more to come in 2014. Whew!

Special mention has to be made of all our loved ones at home supporting our HTU personnel. Our way of saying ‘thank you’ was the opportunity to fly in one of the new aircraft during our Family Day back in March.

None of all outlined above would have been possible without the efforts of dedicated and hardworking Air Force people who continue to apply their talents, passion, and energy into all that they do. Everybody deserves to now enjoy the upcoming summer break, to relax a little and spend time with friends and family.

GPCAPT Webb
YEAR IN REVIEW
LOGISTICS COMMAND (AIR)

By GPCAPT Mark Brunton, Logistics Commander (Air)

The LC(A) organisation has had a challenging but satisfying 2013 where our five COs, nine OCs, nine W/Os and 600 personnel have collectively done their utmost to support our aircraft fleets with an amazing range of support services.

I am incredibly proud of the LC(A) organisation’s achievements in 2013. We enjoy many benefits working within the Defence Logistic Command environment and it is a pleasure to have Brigadier Lott and the DLC HQ supporting us. We are, though, staunchly light blue and proud to be supporting the RNZAF and our magnificent flying machines.

It’s time for a break and I encourage you all to now take advantage of the quiet time and spend some quality time with family and friends and come back refreshed for 2014’s challenges.

Thank you for all that you have achieved and the LC(A) Management Team wishes you all a safe, happy and prosperous New Year.

MATERIEL SUPPORT WING OHAKEA

The journey towards an integrated Rotary Fleets Support Team (FST) is well under way with MSW OH and Directorate of Continued Airworthiness Management working collaboratively to deliver flying hours as effectively and efficiently as possible.

IROQUOIS

Effective use of remaining component hours from three retired airframes has enabled three unfunded Depot-level services of aircraft in the active Iroquois fleet to be carried within our baseline funding, and without adversely impacting on aircraft availability. We successfully supported Iroquois operations during the year, including exercises STEEL TALON, ALAM HALFA and SOUTHERN KATIPO. The Iroquois Fleet Support Team is definitely operational—and not ready to transfer its aircraft to Historic Flight just yet!

NH90

Key milestones for the NH90 FST include the planning and support of the first 150 and 300-hour servicing, with planning underway for the first 600-hour in 2015. The first NH90 has begun its retrofit, bringing it up to final delivery configuration, and is due to be complete mid-2014. The three remaining ‘interim configuration’ aircraft will be inducted in early 2014.

The RNZAF had the dubious honour of being the first NH90 operator to encounter a lightning strike while airborne. Through a lot of hard work by HTU, the NH90 FST and our industry partners, by early December the airframe will be serviceable prior to induction into retrofit.

A109

Logistically, the A109 fleet is now largely in a business-as-usual state; the next milestone is the first 400-hour servicing due early next year.

Both the NH90 and A109 exercise deployments have allowed the aircraft spares pack ups and support methodologies to be refined. Both teams are taking advantage of a much improved internal Maintenance Repair Organisation process.

BUSINESS SUPPORT TEAM (BST)

The BST continues to provide the LCA with a range of services, including aeronautical supply policy sponsorship, business performance monitoring, business improvement programme management and co-ordination of professional development.

A key focus has been continuous improvement, working closely...
with the Defence Excellence team to remove processes and activities which add no value or are not aligned with the delivery of the NZDF mission.

The BST has implemented the long overdue batching policy, developed SAP functionality to categorise and manage critical P-3K2 components into the reverse supply chain, and work has commenced on the ‘New Item Create’ process.

**Base Auckland:** The beginning of 2014 will see construction work start in Auckland, which will allow us to move the Fleet Support Team project a step closer with the Auckland MSW and DCAM working side by side.

**AIRCRAFT MAINTENANCE SQUADRON (AMS)**

This has been an extremely challenging year for AMS, with 19 servicings completed, a further two currently under action, and one more set to commence prior to our Christmas break. AMS also undertook two significant unscheduled maintenance activities, which involved assisting the United States company PASSI with the fuel tank reseal project on Hercules NZ 7001, as well as completing a late notice A12 servicing on B757 NZ 7571.

AMS personnel can be proud of their servicing achievements over the past year, which have been delivered under, at times trying, circumstances. The entire AMS management team acknowledges over the past year, which have been delivered under, at times trying, circumstances. The entire AMS management team acknowledges and appreciates your commitment, effort and work ethic.

It is also clear that AMS is only able to achieve successful completion through the input and assistance of our supporting organisations. Accordingly, a special ‘thank you’ goes out to MWG (AK & OH), DCAM, MSW and the Base Auckland Force Element organisations.

**Logistics Support Squadron (LSS)**

LSS deployed in support of exercises GREEN FLAG, BERSAMA LIMA, ROKKIWI, and Ops Antarctica and Ice Cube, and Afghanistan, including the CRIB 21 extraction. LSS has continued with several efficiency projects including the Warehousing project and Internal MRO Project. Training is a key focus, including several of our people who are studying at degree level or above.

**LOGISTICS SQUADRON WOODBOURNE (LSWB)**

C-130 and P-3 upgrades, MRO activities and training functions continue to provide a stable workflow for LSWB. On-going negotiation of the RNZAF’s prime MRO contract with Safe Air Ltd; the Ground Servicing Equipment section refurbished and repowered the TALU (aircraft pallet loader); Ground Avionics Maintenance Section completely rewired the barracks and clubs/mess for digital TV; the Armoury conducted IIS of the 7.62mm C9 MINIMI, and Cadet Forces Maritime rifles; and the transition of clothing stores and field clothing to The Workwear Group.

**MAINTENANCE WING**

**MAINTENANCE SUPPORT SQUADRON OHAKEA**

Composites Bay personnel repaired floor damage on an A109 within the new bay. The Machinists and Composites trade were heavily involved with the developed and manufactured NH90 floor load spreaders, assisted by S&S and NDT. MSS OH has also supported the wider NZDF, repairing a RNZN tow target, composites training and NDT support to NZ Army.

**LOGISTICS MANAGEMENT TRAINING CENTRE**

LMTC has delivered over 160 courses to various trades across the RNZAF and ongoing development of a new Specialisation and Authorisation data base. This significantly streamlined the units to measure and record competencies.

**MAINTENANCE SUPPORT SQUADRON AUCKLAND**

MSS AK experienced a high tempo workload. Components Maintenance Flight provided specialist propulsion systems and structural repair manpower to all the FEG’s, AMS as well as Army and Navy units. S&S has had a productive year in many areas managing survival equipment, parachutes and painting across all of base.

**AEROSPACE SUPPORT UNIT**

As part of the 24/7 assistance, the ASSU has dealt with more than 4000 email requests, 2300+ password resets, phone calls and walk-ins and 48 training courses. ASSU is also developing a suite of MRO reports in Business Intelligence, cutting the processing time for one line of inquiry from 20 minutes to seconds.

**AVIONICS SQUADRON**

AV SQN is continuing to produce new and innovative solutions, including generating new repair capability. The new and upgraded aircraft have changed the traditional repair methods, and small fleet sizes and financial constraints do not allow large spares pools.
In one of the biggest military Air exercises to be held at Ohakea, Australia, Singapore, United States and French Forces from New Caledonia joined with the RNZAF from 6-29 November, for Exercise KIWI FLAG 2013 (KF13)—a tactical flying training exercise for fixed wing air transport aircraft.

The exercises “Help us to understand the rules and regulations that each nation brings to a coalition force,” said AIRCDRE Mike Yardley, Air Component Commander. “If there was a ‘real-world’ event, and we had to work collaboratively at short notice, we would be able to. We will know how they operate and what is required to task and work with aircraft from these nations.”

“This exercise is very much about the training for our Air Force crews. They will undertake strategic transportation of personnel and cargo, essential air drops, and conduct low level flying in both flat and mountainous regions across the North and South Islands,” the Air Commodore explained. KF13 was based primarily out of Ohakea but the aircraft flights extended across the North and South Islands.

SQNLDR James Anderson, a Hercules captain on 40 Sqn agreed. “It’s really important that our crews keep their skill levels up, especially for 40 Sqn. We can be called at any time to fly to challenging and dangerous areas. We had to air-drop supplies to a stricken fishing vessel, SPARTA, in Antarctica, with little or no notice. We reacted to that emergency in a space of twelve hours. We have also had to drop supplies to our troops in Afghanistan. Being able to re-supply troops with food and equipment, or essentials that they need, can be critical.” Air drops are often used when the area is considered too remote or isolated, or to supply troops in combat. Being able to deploy the C-130 to deliver the air drop provides a real benefit to the NZDF.

“We expect high standards from our crews when we go flying,”
said SQNLDR Anderson. “To achieve accurate time on target, within 30 seconds, everything we do is co-ordinated. Planning is precise, take off times, destination zones and air drop targets; we all know exactly what is expected of each other. It’s also really important that we take the time to ensure everyone is aware of the safety aspects of where we are going and what we are about to do,” he explains. “For us, it all about keeping our skills honed. We never know when we will be needed, we have to be ready so we can deploy effectively and safely.”

Around 250 Air Force people were involved in both SK13 and KF13 exercise, with aircraft and crews from 40 Squadron, 3 Squadron, and HTU. Also participating in the exercise were 230 Squadron with mission support, and 209 Squadron aviation refuellers, force protection, air movements, loading teams and many others.

“Our people are the enablers, and are just as important as the aircrew. It’s a team effort with each team reliant on the other to successfully complete the end mission,” the Air Component Commander commented. “The planning has been ongoing for the last six months with a concerted effort over the last month. The aircraft sorties are the final pieces of the puzzle. It’s the end of a very long planning and operations process, with a lot of people involved.” The international air crews were hosted at Ohakea, with the help of the Operational Support Wing. Hosting some 200 guests over an extended period was a challenge and one that Ohakea’s personnel welcomed.

KF13 was also integrated with Exercise SOUTHERN KATIPO, one of the biggest joint international military exercises hosted by New Zealand. SK13 was run in the South Island, involving air, maritime and land forces from 10 countries.

“There was a large air component to SK13 and when real events intervened and the RNZAF deployed its detachment to the Philippines, it was the RAAF, USAF, RSAF and French Air Force contingents who kept SK13 supplied and Kiwi FLAG running—great support which we appreciate,” said AIRCDRE Yardley.

Hercules NZ7003 conducts an airdrop over Ohakea, on 08 November, at the start of Kiwi FLAG

Cockpit teamwork during a low level mission: the co-pilot looks out to the right, the Air Warfare Officer checks her navigation, and the Flight Engineer keeps a lookout ahead.

A PTU parachutist jumps from the RAAF C-130J during Kiwi FLAG. Photo: RAAF

SQNLDR James Anderson conducts a ‘ramp brief’ with his crew
Multi-National Exercises

An NH90 approaches to pick up troops during tactical air-mobility operations in SOUTHERN KATIPO

AIRPOWER GIVES MOBILITY TO 10-NATION WAR GAMES

Exercise SOUTHERN KATIPO, a 10-nation military exercise, gave the NZDF an important opportunity to enhance its core skills in planning, coordinating and controlling forces and operations. Held from 04-29 November, the exercise was centred on Timaru in South Canterbury.
The scenario was set in Mainlandia—a fictional South West Pacific country. “The scenarios within the exercise mirrored the kinds of situations that NZDF personnel face when deployed in various contingencies,” explained CDR Peter Kempster, Chief of Staff for the exercise. The joint exercise—which involved three ships, up to 18 aircraft and 2200 personnel—presented a huge logistical challenge to both exercise planners and ‘players’.

Transport aircraft from four countries air-landed combat-ready troops into the APOD—Air Point of Delivery—at Timaru airport, while HMNZS CANTERBURY landed troops and vehicles across the beach. RNZAF expeditionary capabilities were used to assemble and operate a Forward Operating Base for the fleet of deployed helicopters—Iroquois, A109 and NH90s.

Sqn Ldr Pete Caine of 209 Sqn said that his unit’s role was “to provide security for parked aircraft and other RNZAF facilities in Timaru Airfield, while we were also on call to provide a guard for aircraft at any location, including in support of non-combatant evacuation operations. “We operate in small teams, providing ground defence, conducting patrols on foot, manning sentry positions, employing military working dogs, and undertaking control-of-access tasks. We have a range of additional support we can provide including weapon training, administrative tasks, PT, Drill and Ceremonial as well as conducting investigations if required. We also conducted a lot of liaison and cooperation with the units in the exercise, including the foreign contingents.

Commander Joint Forces NZ, AVM Kevin Short, kept a watchful eye on the exercises. “The participating units in the exercise had no advance details of the scenarios and had to develop their plans and execute their taskings in real time,” AVM Short commented. “Over the three weeks of the exercise, we carried out a range of activities. SOUTHERN KATIPO allowed us to assess our progress towards developing the capability to mount a medium-scale amphibious operation with air, land and maritime assets.”

AirCDRE Mike Yardley briefs news reporters at Ohakea, before the start of Ex KIWI FLAG. WGCDR Andy Scott stands at left.

LAC Joel Wiapo of 209 Sqn waits on the flightline at the Air Point of Delivery (APOD) at Timaru airport.

Base Auckland staff load the passenger comfort module into the C-130 bound for the Philippines, 14 November.

AC Alec Clapshaw of 209 Sqn guards the flightline at Timaru, with A109 helicopters in the background.
The New Zealand Gallantry Medal was formally presented to SQNLDR Ben Pryor at Government House Wellington on 05 November; here SQNLDR Pryor and his wife Jennifer sit with their three children.

The recent Somalia reunion held at Trentham in early October. A good number of Air Force personnel took part.

SGT Mark Williams, an RNZAF Parachute Jump Instructor, conducts a ‘ramp brief’ with his jumpers and the RAAF crew before a dawn parachute jump near Auckland. Photo: RAAF

SGT Josh Jellyman stands with Seasprite 02 aboard HMNZST TE MANA as the ship deploys to the Arabian Sea.

RNZAF Chaplain, FLTLT Janie McPhee prepares to win hearts and minds with lollies, in ‘Mainlandia’ on 16 November.

AVM Kevin Short (l) BRIG Tim Gall (centre) are briefed by LTCOL Bill Kelan (r) during a visit to the Combined Joint Task Force HQ for SOUTHERN KATIPO.
As only the second international exercise the P-3K2 has undertaken, a massive amount of forethought was put into how exactly we were going to operate in Exercise TRITON CENTENARY, based out of RAAF Base Edinburgh near Adelaide. No. 5 Squadron deployed Orion 4205 and Crew 3 from 10 – 21 October. This exercise would be different because for the first time we would deploy not only as a 5 Sqn detachment, but also with direct support from other units, No. 230 Sqn and No. 209 Sqn.

TRITON CENTENARY was primarily an anti-submarine warfare (ASW) exercise in the Eastern Australian Exercise Area (EAXA) which is just off the coast from Nowra, NSW. For a week our P-3K2 flew against an Australian Collins-class submarine—one flight independently, and some in direct support of various warships. Among the surface ships taking part were HMNZS TE MANA, some of the RAN’s Anzac-class frigates, the French Floreal-class and the Malaysian Lekiu-class, along with a USN Ticonderoga-class cruiser, America’s premier cruiser type.

With these combatants in the area it gave our crew a great opportunity to practice Anti-Surface Warfare tactics while concurrently performing ASW. The new suite of sensors onboard performed well, with the tactical environment in the exercise area changing from flight to flight. As well the weather was dynamic—one flight would be in fine weather and all beaut, then the next would see us night flying in moderate to severe turbulence. The Squadron is forever learning and there were valuable lessons to pass on to the next crew, who subsequently deployed to Malaysia during November.

For the first time, a Deployable Intelligence Centre was sent
From 30 October—28 November a P-3K2, supported by detachments from 209 and 230 SQNs, deployed to Malaysia for the Five Power Defence Arrangements maritime exercise BERSAMA LIMA. In addition 12 NZDF staff augmented the exercise HQ for that period.

The BERSAMA LIMA series aims to exercise the FPDA forces in joint operations in a multi-threat environment for the defence of Malaysia and Singapore. No 5 SQN is a regular participant in these exercises, gaining valuable airborne surveillance and response readiness training.

The squadron detachment operated from Malaysia’s Butterworth airbase, near Penang.

With us and as the missions were being flown, 230 Squadron Intelligence Officers (INTELOs), analysts, and 209 CIS Techs worked for us around the clock. Before the aircrew showed up the analysts and INTELOs had been at work for hours compiling data for the cold brief, then when we landed the next phase of their job began, downloading the phenomenal amount of imagery and intelligence the P-3K2 can now collect. On top of this, they were working in shifts and yet still greeting us after each flight with a smile. All briefs pertaining to the mission, including debriefs, were run from the Centre and it served well as a ‘one-stop shop’ for mission information.

This deployment was a first step towards what will no doubt become a regular occurrence, the parallel deployment of support squadron detachments, to enable our aircraft to be in the right place at the right time, with the right intelligence. Over the next year our Squadrons has extensive exercises planned to hone this relationship. Our aim is to be fully worked up and for our personnel to hit the ground running, once our Squadron deploys next year to Op TIKI, the anti-piracy operations around the Horn of Africa.

EXERCISE BERSAMA LIMA

EEZ Patrols

This year has seen the upgraded P-3K2 aircraft take over the on-going task of EEZ patrols around New Zealand in support of the Ministry of Primary Industries and other government agencies. For example in mid-November four patrols were flown over New Zealand waters, with another aircraft patrolling over the Southern Ocean to Antarctica, in support of the Ministry of Foreign Affairs and Trade.
After the November 2010 explosions in the Pike River mine, on the South Island’s West Coast, fires and poisonous gasses combined to prevent the recovery of the 29 miners who died. After months of assessment, the government decided to fund a mine re-entry project. During October the NZDF contributed personnel and equipment to assist with the first stage of the project.

An NH90 helicopter, flown and supported by 21 RNZAF personnel, with a specialist team of 12 Army personnel, deployed to Pike River, which is in remote, steep country. Their task was to secure and lift material from around the top of the mine ventilation shaft—structures such as fan ducting and generator sets—to clear the area for the next stage of the project (which is to plug the mine shaft to gain control of the mine’s atmosphere).

**By the Numbers**
- Total personnel: 33
- RNZAF personnel: 21
- NZ Army personnel: 12
- NZDF Helicopter: one NH90
- Loads removed: 18
- Weight of loads removed: 35 tonnes
- Distance each load flown: 7 Kilometres
- Hours flown: 15 hours
The five-day operation in late October saw the joint NZDF team airlift 18 loads, some of up to 3 tonnes, totalling 35 tonnes of debris from the mine’s ventilation shaft. Rigging teams from the Army’s 5 Movements Squadron loaded and unloaded the underslung cargo during the airlift.

Air Component Commander Airc Dre Mike Yardley said the NZDF has the capability to respond at short notice for these types of operations and this was the first time an NH90 has been operationally tasked to support another government agency. “The NH90 has twice the lifting capacity of civilian helicopters available to Solid Energy and therefore we were pleased to be able to provide assistance for the task,” ACC Yardley said.

Chairman of Solid Energy, Mark Ford, said the start of operation was significant for the Pike River family members. “We were pleased to reach this start point and to have the support of the Defence Force in clearing the site,” Mr Ford said. “It was very much a collaborative effort.”

SqnLdr Anna Shaw, acting Commanding Officer of the Helicopter Transition Unit said that aside from one day of rain, the complex operation went without a hitch.

“We were unable to fly operations on only one day, because of the weather, but that allowed our crews to break from their hard work and conduct a debris with Solid Energy. The NH90 performed exceptionally well during its first operational tasking and the flexibility and skills of the Army crews at both ends certainly allowed the operation to go as well as it did.”

One of the NZ Army Movement Operators at the ventilation shaft rigging the loads, LCpl Zeke Lytollis, said that the operation was an excellent test of skills.

“The loads we removed were far from conventional and at the upper end of our weight limits. We were on top of a hill in the middle of nowhere, and it really put our skills to the test.”

**MISSION ‘AN HONOUR’**

FLT Lt McInnes was one of three NH90 co-pilots on this mission. As he flew over the mine site his first thoughts were of his best friend Michael Monk, one of 29 miners whose bodies remain in the mine. The pair had forged a strong friendship at St Bede’s College in Christchurch and on leaving school they had completed a gap year together, coaching rugby in Ireland.

“When we came back to New Zealand Michael took up a builder’s apprenticeship on the Coast and soon after I joined the Air Force,” Flt Lt McInnes said.

When he heard that the NZDF was to assist with the mine re-entry phase he was among the first personnel requesting to go. “It was pretty special for me to be able to help out and it was really good to catch up with Michael’s parents, Bernie and Kath Monk. I have to admit I was thinking of Michael and his family, but I had to push those thoughts to the back of my mind because we had the job to do.

“We certainly learned a lot while we were down here; it was challenging work with underslung loads but our NH90s are very effective.”

**AIRCRAFT TECHNICIANS**

Two aircraft technicians, CPL Stu Redrup (from Napier) and LAC Bryce Hesselin (from Gore) were in the RNZAF contingent.

LAC Hesselin enjoys working on the high-tech NH90s, our latest aircraft. “We go over almost every inch of the helicopter making sure that everything is where it’s meant to be and it’s safe to fly. Once the helicopter is back, we make sure that nothing has changed. We basically sort everything, leading up to the first flight and after the last flight of each day,” he said. “It’s one thing when we’re training, but to transfer our skills from the hangar to the field has been a great training opportunity.”

Working with the other members of the RNZAF ground crew, CPL Redrup helped ensure the NH90 was cleared to fly each day. “My job is to look after everything electronic on the NH90—and considering they are one of the newest helicopters in the world, there’s a fair bit to take care of,” he said. “It made me proud to think we’re the only ones capable of doing that task, it was pretty complex, but we train hard to be the best. To be able to put all that together and help the miners’ families at the same time, that made it all worth it.”
New Year 2014 will see an exciting development with NZDF officer training. In a first for our Defence Force, a seven-week pilot Joint Officer Induction Course (JOIC) at RNZAF Base Woodbourne will introduce officer cadets to a Defence-wide tri-Service approach from the outset.

On 13 January potential regular and reserve officers for the Navy, Army and Air Force will march-in to Woodbourne, to undergo induction, basic military training and self-leadership development. After the seven weeks, they will move on to their single Services for their Service-specific commissioning training.

Colonel Grant Motley, with representatives from each Service, has been planning for Woodbourne’s first intake. He explained “The course will ensure that RNZN, NZ Army and RNZAF officer trainees gain an early appreciation of the maritime, land and air operating environments, single Service capabilities, and their own individual and collective roles within our future Joint Amphibious Task Force (JATF) organisation”.

“The JOIC will be innovative and ‘joint task’ oriented. This will start them, and the NZDF, on the journey to ensuring all our officers in the future will be able to form and operate as part of a JATF more effectively.”

COL Motley’s team is now coordinating support and logistics—and promoting an awareness of the course amongst potential recruits and the wider NZDF. Established as part of this year’s Joint Professional and Military Education (JPME) project, the pilot course will be trialled over the next two years. This is an early initiative in helping the Defence Force reach a key long-term strategic objective: joint operational effectiveness.

“JPME’s main objective is designing courses that graduate regular and reserve midshipmen and officer cadets with the joint skills, standards, and leadership values that their future command roles within NZDF will demand”.

COL Motley says the project is aligned with a larger programme of work—Joint Enablers—which is identifying opportunities for a more integrated approach to how NZDF personnel work, train and operate both at home and overseas.

“Our long-term vision? By 2035, senior personnel from all Services will have developed both single-Service and joint knowledge and expertise, and will have built personal relationships and inter-service networks that will enable a more integrated, joint and effective NZDF. In short,” says COL Motley, “joint operational excellence”. 

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COL Motley says the project is aligned with a larger programme of work—Joint Enablers—which is identifying opportunities for a more integrated approach to how NZDF personnel work, train and operate both at home and overseas.

“Our long-term vision? By 2035, senior personnel from all Services will have developed both single-Service and joint knowledge and expertise, and will have built personal relationships and inter-service networks that will enable a more integrated, joint and effective NZDF. In short,” says COL Motley, “joint operational excellence”. 
The Robinson Memorial Trophy is in memory of PLOFF Howard Allan Robinson, who was a Boy Entrant at Woodbourne in 1954. He mustered as an Electrical Mechanic, training at Wigram and Hobsonville. He remustered as a Pilot under training in January 1956, obtaining his ‘wings’ that December. He flew Vampires with the Fighter Operational Conversion Unit (FOCU) and was killed in an aircraft accident on 28 March 1957. Just 20 years old, Howard had been noted for exceptional leadership throughout his short career, resulting in the gifting of this trophy for leadership excellence.

The Karl Dobson Memorial Trophy is in memory of FltLt Karl Dobson who was killed in an aircraft accident in June 2003. He was a member of the command training Flight Directing staff at the time and was well known for his sporting prowess and his dedication to the sports he pursued.

The IOTC Sword of Honour was donated in 2011 by Mr Robert Pooley, from Pooley Swords in the UK. The individual awarded the ‘Sword of Honour’ subsequently receives their own personally engraved sword from Pooley Swords to use on ceremonial occasions, and display proudly.

On 01 November 15 new officers of Course 13/02 completed their initial training at RNZAF Base Woodbourne, and began their careers in the RNZAF. A large group of family and friends gathered to see the graduation parade and prize giving. The day started with rain, but in deference to rank it eased off as soon as the Chief of Air Force arrived on the Parade Ground!

THE PRIZE WINNERS WERE:

**FLTLT Glen Russell**

The Initial Officer Training Course Sword of Honour is presented to the graduate of the Initial Officer Training Course who attains the highest overall assessment in all areas of training and meets the highest standards of integrity, loyalty and example, and who is assessed as having the greatest potential as an RNZAF Officer.

**PLOFF Anthony Sim**

The Officer Training Course Trophy and Chief of Air Force Coin were presented to the graduate of the Officer Training Course who has demonstrated the greatest application, determination, commitment and resilience to succeed on the Initial Officer Training Course.

**FLTLT Daniel Hook**

The Robinson Memorial Trophy and RSA Coin were presented to the graduate of the Initial Officer Training Course who, in the eyes of their peers, displayed the greatest leadership throughout the Initial Officer Training Course.

**FGOFF Robert Kenyon**

The Karl Dobson Memorial Trophy was presented to the graduate of the Initial Officer Training Course who best epitomises the values of teamwork, sportsmanship and determination whilst displaying a high level of fitness throughout the Initial Officer Training Course.

**PLOFF Gregory Chalmers**

The IOTC Public Speaking Trophy was presented to the Officer Cadet who attains the highest assessments in the oral presentations over the course of the Commissioning Module of the Initial Officer Training Course.

**PLOFF Nachiket Alur**

The IOTC Service Writing Trophy was presented to the Officer Cadet who attains the highest assessments in Service writing essays over the course of the Commissioning Module of the Initial Officer Training Course.


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**RNZAF OFFICER TRAINING GRADUATION**

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**WOODBORNE TROPHIES HONOUR PAST AIMEN**

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Thirty young women took part in an all-female Defence Careers Experience in early October, which was the first of its kind and a great success.

“The Defence Force is working on attracting more females; we recognise women are under-represented in the NZDF and we need to make sure we are an organisation that is considered a viable career option by more women,” explains LTCOL Kate Lee, Director of Defence Recruiting.

The Defence Careers Experience (DCE) is a two-day school holiday recruiting activity for up to 40 students who have shown interest in a career in armed forces. Our previous DCEs have not been well attended by females, and we thought that young women in the group but in a minority may be less likely to speak up and have their questions answered. For that reason the Defence Recruiting Organisation decided to trial a DCE for women only, to see if this helped with participation rates and made an improvement in their overall experience.

In the October school holidays Recruiting held its first all-female event at Whenuapai and Devonport. Holding an all-female DCE was our effort to see if this gave the young women taking part a better chance of having their concerns and questions addressed. We quickly saw that this proved a more comfortable environment (in that they did not have to compete against male participants) for the young women taking part.

The actual event was run in the same way as the previous DCEs. The only change to the programme was the introduction of an information evening focusing on what it is like to be a woman in the NZDF. This was an incredible opportunity for the young women gathered at the DCE to gain an insight into their future possible life in the NZDF.

“As a woman serving in the NZDF myself, I was incredibly proud of the talent, enthusiasm and confidence in our Navy, Army and Air Force servicewomen”, observed LTCOL Lee. That evening, some of the amazing women currently in our three Services were willing to talk about their experiences as pilots, engineers, helicopter crew and in a number of other trades. We answered the range of common questions previously asked by parents and other women and also addressed the common misperceptions, often heard by our field recruiters, regarding women in the NZDF.

The DCE has a full Defence flavour, with all three Services represented in the staff on the DCE. The activities we conducted represented life and work in each of the Services. Trade representatives who briefed the group commented on the significant difference between the immediate previous (mixed) DCE and the all-female DCE. They said that the all-female group were a lot more outgoing and they asked more and better-quality questions.

We ensured the participants did not gain a false impression by being in a female-only DCE—they were treated exactly the same as any other DCE, with the same physical challenges, tasks and
HOW DOES A STUDENT GET SELECTED FOR A DCE?

Interested students should apply through their school career advisors, complete the application form and, if they meet the criteria, applicants will then go to the regional selection boards.

IS IT JUST A ‘BOOT CAMP’?

DCEs are not boot camps at all, they are an opportunity for high school students to get a true taste of what a career with NZDF would be like if they choose to pursue one.

The next Defence Careers Experience will take place during the April/May 2014 School Holidays.

responsibilities. Each DCE is designed to challenge attendees through a wide variety of unfamiliar situations and team-building activities. Physical fitness activities were conducted throughout the two days, with early morning exercises, confidence-building activities, and, throughout, social interaction with fellow students and Defence Force personnel.

One example: after a two minute brief on how to march as a squad every person in the all-female DCE picked it up first time—no ‘goon marching’. We had not experienced such a quick total pick-up on previous DCEs!

This female-only event was an opportunity for Defence Recruiting personnel to provide a supportive, focussed environment in which female potential recruits could be exposed not only aspects of military life, but also to the contemporary Services’ culture, as experienced by serving women.

It was very important to us as Recruiters that the young women taking part were given a realistic overview of life in the three Services and that they were under no illusion that they would be treated any differently to their male colleagues, should they elect to apply for a career with us. The NZDF is proudly an Equal Opportunity Employment Organisation, and these young women all understood that they would be provided with the same career opportunities as anyone else.

The feedback from those attending this DCE was overwhelmingly positive. Many commented on how comfortable they felt asking questions and ‘being themselves’. This was also clear to the Directing Staff, who generally felt that the questions asked were relevant, well-considered and intelligent. If some or all of these young women do join our ranks, the future of the NZDF will be in very good hands!

THE DEFENCE CAREERS EXPERIENCE

In previous years Service recruiters had invited selected secondary school students, male and female, to experience aspects of life in an armed service through participation in either the Navy Adventure Challenge, the Army Careers Experience, or the Air Force Challenge.

In July 2011 our single-Service recruiters were brought together to form what is now the Defence Recruiting Organisation; a single point of contact for all Defence Force Careers. One of the initiatives identified for enhancement was the school student ‘Challenges’, which were revised and streamlined as the ‘Defence Careers Experience’ (DCE).

Conducting two 2-day DCEs in the school holidays allows us to expose more students to the Defence Experience. The most recent mixed DCEs were run at RNZAF Base Auckland (Whenauapai) and the Naval Base (Devonport) in late September and Burnham Army Camp in early October. We will continue to run the mixed DCEs along with all-female DCEs and track the success of both.
AIR FORCE SUPPORT FOR SUMMER AIR DISPLAYS

The RNZAF will support four air displays and conduct a number of flypasts on Anzac Day during the 2013-2014 air display season. Our participation in public air shows is in accordance with our obligation to inform the public of the Air Force’s activities, to assist Defence Recruiting and, to enhance our reputation as a professional Air Force.

The air display plan is:

**Nelson Airport 75th Anniversary, 30 November 2013**
- A109, CT4 Airtrainer and Historic Flight Harvard

*Note: Nelson was an RNZAF Station during WWII.*

**Tauranga City Air Show, 25–26 January**
- P-3K2 Orion on static display, SH-2G Seasprite flying display, C-130 Hercules on static display and Kiwi Blue parachute drop; Historic Flight Harvard

**Napier Art Deco Festival, 21–23 February**
- UH-1H and CT4 Airtrainer flying displays, A109, plus Historic Flight Harvard and Tiger Moth

**Warbirds Over Wanaka, 18–20 April**
- Warbirds Over Wanaka, held at Wanaka Airfield, will be the main RNZAF display this summer.

**Anzac Day, 25 April**
- Local area flypasts by, variously: NH90, UH-1H, P-3K2, SH-2G, C-130, CT4 & Harvard.

Regrettably, due to our priority to train new RNZAF pilots, the Red Checkers will not be formed nor participate in any air shows for this summer air display season.

To mark the 150th Anniversary of NZ Cadet Forces, the Governor-General is to review a tri-Service parade of some 1200 cadets at Waiouru on 29 January.

The Vice-Regal Parade will be the climax of a five day national exercise, CADET150, intended to recognise the contribution that cadet Forces has made to the wider New Zealand community over the years.

The five-day joint Cadet Forces exercise during the summer school holidays will include activities such as archery, flying, mountain biking, orienteering, sailing, shooting and tramping.

Recognising the numerical strength of the ATC, 12 Flights in two Squadrons will parade before the Governor-General, along with eight Platoons (two Companies) of Army Cadets and four Platoons (one Company) of Sea Cadets. The three Standards of the Cadet Forces will be paraded before His Excellency.

Air Force News will cover this parade and the Cadet Forces exercise in forthcoming issues.
ENGINEERING AWARD FOR WHENUAPAI AIRFIELD UPGRADE WORKS

RNZAF Base Auckland and Beca were recently recognised by the Association of Consulting Engineers New Zealand (ACENZ) with an 'INNOVATE NZ Awards of Excellence' Merit Award for the Whenuapai Airfield Upgrade Works, completed in April 2012.

SQNLDR Ross Cook explained that the ACENZ ‘Innovate NZ Awards of Excellence’ celebrate outstanding New Zealand engineering excellence and innovation. The INNOVATE awards recognise the efforts of the project team including the Client, Consultant and Contractor (Fulton Hogan). The Beca Design Engineer was Tony Wallace, Technical Director - Airport Engineering. This project comprised:

- reconstruction of the main runway pavement,
- regrading of the runway strip (the grassed area either side of the runway) to provide improved rainfall runoff from the runway for aircraft safety and compliance with International Civil Aviation Organisation (ICAO) requirements,
- a new stormwater treatment and discharge system,
- construction of a new 1000m long parallel taxiway,
- new airfield and approach lighting including approach lighting masts for both runways and movement areas,
- guidance signage, and power, and
- lighting control systems.

The successful management of this complex project enabled uninterrupted operations (by use of the secondary runway when needed) through phased project planning and close consultation and co-operation between Fulton Hogan, the wider project team Base Operations and Air Traffic Control.

REPLACEMENT SOUGHT FOR INDIVIDUAL WEAPON SYSTEM

The current Steyr Individual Weapon is nearing the end of its economic life, and is not optimised for our contemporary and future operational needs.

During September, the Ministry of Defence submitted a Request for Information (RFI) to industry to obtain better information about costs, technical and supply issues on potential replacements for the Steyr. The RFI focussed on obtaining this information, not in itself on selecting a potential replacement weapon.

Weapon type, quantities required, pricing data and timelines have not yet been determined, but the weapon must be able to function in maritime, land, and air environments. The options need to be explored in order to provide Government with the details needed to make any decisions about an individual weapon project. The RFI process will be used to help identify the best delivery options that potentially meet our needs.

An earlier project, to upgrade the Steyr to meet future requirements, progressed as far as releasing a tender to industry, however for a number of reasons the response to tender from industry was not accepted.
On 26 September No. 40 Sqn had the equivalent of ‘Air Force royalty’ join us for a formal dinner. Our guest speaker was SQNLDR (Rtd) John ‘Les’ Munro, accompanied by his lively partner, Mrs Christine Ross. Les is a captivating story teller, and No. 40 Sqn RNZAF and No. 617 Sqn RAF both celebrated their 70th anniversaries in 2013. Therefore Les was a natural choice to tie these two very different squadron histories together.

One of the many RNZAF pilots to travel across the world to fight for our freedom during WWII, Les had a successful tour on No. 97 Sqn RAF flying, first, Avro Manchester, then Lancasters. Known to be an above average pilot, Les volunteered for the newly formed No. 617 Sqn in early 1943. [In June that year he was awarded the DFC for his operations with 97 Sqn.]

Les Munro is a modest man who has spent most of his life in a Bay of Plenty farming community. He enjoys re-telling his story, but commented that people only seem interested in him now because he has managed to live the longest! [As of this year, only three of those who flew in the Dams Raid were still alive, one in Canada, one in England and Les here in New Zealand.]

Les dedicates a great deal of time helping charities by attending many gatherings and fund-raising events. His schedule is quite remarkable for a 94 year-old. He loved the C-130 ride from Tauranga to Whenuapai. He mentioned that he had previously flown in an RNZAF C-130 to the UK in the late 1960s (I told him that he had probably flown in the same aircraft!)

Les talked candidly about his time on 617 Sqn, the incredible training regime for the Dams Raid, and the famous mission. He dispelled the misconception that WGCDR Guy Gibson [first CO, 617 Sqn] had personally selected all of the crews; as Les said, “Gibson didn’t know me from a bar of soap!”

He told us of the low flying training he and his fellow crews undertook, often returning to Base with branches and leaves embedded in the aircraft—now that is low flying, and much if it was at night too!

“We had just six weeks to train; the most important aspects were [1] pilots becoming competent at not only maintaining a constant height while following the contour of the land, but judging when to gain height to clear obstacles on the path ahead, and [2] the relevant crew members becoming proficient at visual identification of land marks—they approach very quickly at low level compared with at high level when they can be seen for many miles ahead. By the end of training and, as the day of the operation approached, a strong sense of esprit de corps had developed.”

One of his stories was of a training sortie over the North Sea where he came across a convoy of friendly naval ships that were in close formation. He decided to fly low between a couple of ships but noticed at the last second that they were actually undertaking a ship-to-ship re-supply; he was relieved to avoid the lines suspended between the ships!

There were two very clear elements to his speech which showed his passion: firstly, justification of the Dams Raid itself, and secondly, his decisions as an aircraft captain during the raid.

In recent years criticism has been levelled at the raid, Operation Chastise, claiming that the great losses did not justify the impact and the raid ‘did not hinder the Nazi war effort at all’. Les pointed out some effects that had a significant impact on the course of the war. He painted a picture of the Allies’ morale in 1943; it was particularly low, especially among the civilian population. His account of how the raid was used as a positive news story when all else was gloom was enlightening.

But there was more to the raid than propaganda; he reminded us that many thousands of troops had to be brought in to help rebuild the dams and repair the flooded areas and to defend every hydro dam and other key industrial targets in Germany.

Les said: “I maintain the raid was very successful in the operational sense, both the primary targets, the Mohne and the Eder..."
LEs MUNRO: LOOKING BACK AT NO. 617 SQN

Of all my time in the Air Force during WWII, I look back on the period serving in No. 617 Sqn with a deep sense of pride and satisfaction. In addition to the calibre of the aircrew, one of the strengths of the Squadron was its cosmopolitan make up. That makeup was certainly evident at the formation of 617 Sqn, but became more pronounced during what became known as the ‘Cheshire era’.

During most of my time on the Squadron it was commanded by WGCDr Leonard Cheshire, an Englishman; ‘A’ Flight was led by Dave Shannon, an Australian, ‘B’ Flight by myself, a New Zealander, and ‘C’ Flight by Joe McCarthy, an American in the RCAF.

After the Dam Raid (May 1943) there was a hiatus before our next operation against the Dortmund-Ems Canal, which was disastrous and saw the loss of six crews out of nine over two nights, including our next CO, George Holden. Morale took a blow as a result of those losses.

However that mood soon changed following the arrival of Leonard Cheshire as the new CO. Here was a man that related equally with the lowest ranked aircraftman and the most senior officer under this command.

Dissatisfied with the marking of 617’s targets by the Pathfinder Force, Cheshire and Mickey Martin introduced a policy of low-level marking of targets which proved highly successful.

The Squadron flew the highly technical and comprehensive ‘Operation Taxable’ an elaborate, intricate spoof of the German coastal radars on D-Day. We dropped the 12000lb ‘tallboy’ bomb for the first time on the Saumur railway tunnel [halting German reinforcements to Normandy] and then on our first daylight operations on the E-boat pens of Le Havre and Boulogne. (The jumbled concrete blocks were still there 40 years later.)

After the departure of Cheshire in July 1944 the Sqn continued to operate with distinction. The sinking of the German battleship Tirpitz, in conjunction with No. 9 Sqn, was almost on a par with the Dam Raid.

After the war, an Air Marshal said to author Paul Brickhill [he wrote The Dambusters]: ‘617 Sqn was the most effective unit of its size the British ever had.”

were breached and the Sorpe damaged. In considering this issue it is acknowledged that the Air Ministry did not appreciate that the Germans would be capable of repairing the breaches as quickly as they did. But never the less the breaching of the Mohne and the Eder caused major devastation to infrastructure such as factories, roads, bridges, electricity installations etc and did affect the German war effort."

Les described his own part in the Dams Raid. He was captain of AJ-W which was in the formation heading for the Sorpe Dam. After reaching the Dutch coast, AJ-W was hit by flak, suffered damage and lost all communications. As a result, Les decided to return to RAF Scampton. He and his crew were extremely disappointed. From his voice, you could clearly tell that he is still justifying that decision to himself even today.

"Unfortunately my plane was hit by light flak when crossing the Dutch coast at the Island of Vlieland and the memory of those few seconds has remained with me ever since. I can still see the line of breakers on the foreshore with the dunes behind as we first approached the coast and then the line of tracer on the port bow which appeared to be floating in the air as we cleared the dunes.... I have always felt a sense of disappointment that I did not reach the Sorpe which was my target. But had I reached my target I may have been one of those crews who never came back—Lady Luck may have played a part for me that night."

The statistics of the Dams raid are well known and Les acknowledged the 53 of his fellow squadron members who did not return from that single mission, with a further 3 taken prisoner. To listen to his speech was an absolute privilege; he may now be the last Dam Busters pilot, but their story is still celebrated and, through Les, that history is also a part of our Air Force’s rich heritage.
On 14 October a high profile award was presented by the Governor-General to No. 32 Sqn during the RNZRSA National Conference in Wellington. Also present at Conference were the Prime Minister and the Chief of the Defence Force.

No. 32 Sqn (Borough of Feilding) runs the Community Market [As a result of the article in AFN 151], Nancy Kirby (NZ Cadet Forces) contacted me to find out more about the market and the community involvement of the cadets.

This resulted in the Squadron being nominated, by the Commandant NZCF, for the RNZRSA Community Services Trophy. Cadet CPL Jack Redshaw gave the speech to the RSA to describe the Squadron’s community market; subsequently, No 32 Sqn won the trophy.

We were all very proud. The Support Committee feels that the Award highlights that our youth—in the form of Cadet Forces—have a valued input to our communities. We hope that the work our group of cadets has done over the last 18 months inspires other units to find ways to also contribute in their local areas.

The annual Cadet Forces Junior Leaders Course was held at RNZAF Base Ohakea during the Spring school holidays. Thirty five cadets from the three branches of NZCF took part in the week-long course, learning leadership techniques, drill and squad handling. For the course passing out parade, the tri-service group marched on in front of family, friends and Instructors to be reviewed by LTCDR Glenn Burt.

The cadets who won the Syndicate prizes, for hard work and achievements over the course, were all from the ATC:

**Top Student and Syndicate 3 winner:**
CDT Charlotte Barnden from No. 11 Sqn, Hastings

**Syndicate 1**
LAC Maor Ben-Shahah from 1 Sqn Wellington

**Syndicate 2**
LAC Conor Woods, No. 10 Sqn, Palmerston North

**Syndicate 4**
LAC James Murphy, No. 8 Sqn, New Plymouth
Getting rest and relaxation at this time of the year is important for our overall wellbeing. For some of us, it’s the one time of year we get a good break from work. However the holiday season can also mean our lives get very hectic. There can be a lot of financial or family expectations to deal with. It is helpful to think about some of these things in advance so plans can be made to reduce any potential difficulties.

Here are some tips to keep you on the right side of wellbeing:

• Work together—share the load within your family or mates, and compromise if need be.
• Be available/reach out—listen and talk. Catch up with friends and family you have not seen for a while.
• If someone seeks your help, realise you don’t have to have all the answers. There are a lot of service providers available to assist.
• Have fun and be active—it doesn’t have to cost a lot of money or time. Sometimes it’s the smallest things that can give the biggest bang for the buck.
• Be realistic about the time available, the cost of things, meeting expectations, and exposure to sun, alcohol use and food. Balance and moderation are the keys.
• Act safely—in and around your home, near water and on the road.
• Share—your time & your skills; family and friends like to be helped, be mentored, hear your experiences or to share tasks.
• If you still feel overwhelmed or stressed over the holidays—don’t keep it to yourself! Talk to friends, family or someone you trust.

And you can go and get help through: Chaplaincy Services, for military staff and civilian employees; Employee Assistance Programme (EAP) for civilian employees; or Psychology Interview Self-Referral for military staff. There are also Service welfare providers for Military staff and civilian employees:

• Navy Social Workers
• Army Community Services Officers
• Air Force Welfare Facilitators
• Deployment Support Network

2012/167 HAND-PAINTED CHRISTMAS DINNER MENU 1942

This folded menu card was designed for No. 2 (General Reconnaissance) Squadron’s Christmas dinner in 1942. The front features a hand-painted illustration of Santa Claus flying in a green monoplane giving the ‘V for Victory’ sign. The typescript menu is stapled inside the folded cover, and bears the No. 2 (GR) Squadron RNZAF badge in the top left corner. It outlines a festive three courses featuring crème de volialle (cream of chicken) soup, roast chicken with new potatoes, peas and cabbage and Christmas plum pudding, fruit salad, ice cream, and raspberries with whipped cream.

At this time, No. 2 (GR) Squadron was based at RNZAF Station Nelson, carrying out general reconnaissance and shipping patrols over Cook Strait with Lockheed Hudson aircraft. This menu belonged to LAC Ronald McMeeken, an electrician and radio telephonist attached to the ground staff of No. 2 (GR) Squadron during 1942-1943.

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By Michelle Sim
Archives Technician, Air Force Museum

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**INTER-BASE SOFTBALL**

*By FLTLT Sean Goodwin*

Inter-Base Softball took place 18 – 20 October at Ohakea. With the addition of a Navy Men’s team, this was our first tournament in many years with four teams in both the Men’s and Women’s competition. It was great to have Men’s and Women’s teams from Wellington taking part. The weather forecasts did not bode well, but on the opening day the skies cleared and the diamonds were in great condition.

A high level of play was displayed throughout the competition with our many young players showing excellent levels of skill and passion. It was a close competition and on the final day the Ohakea Men and the Wellington Women, who were undefeated over the previous two days, were both pipped at the post by their rivals.

The Wellington Women were defeated in the final by a very spirited Ohakea team: 22 -19.

The Ohakea Men were beaten by the experienced Auckland batting line up who took the win: 17 - 12.

Congratulations to the Ohakea Women and the Auckland Men.

**The Prize Giving.** The Softball fraternity took the opportunity to farewell and thank F/S Naresh Bhula and SQNLDR (Ret) Dwayne Butts who have both given so much to the game during their careers. At the end of the prize giving the RNZAF teams were announced for the Inter-Services tournament in Trentham, 24 – 28 February 2014.

The tournament organisers would like to thank:

- the Navy team who came down to add an extra dimension to our competition,
- Spotless, for their great work in preparing the fields,
- the Umpires and Scorers; who gave up their time to make the tournament a fantastic success, and
- all the players and coaches who took part.

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**INTERBASE FISHING COMPETITION 2014**

*By SQNLDR David Wray, OIC Golf*

It’s time to get back on the water and defend the honour of your Base in the 4th Anniversary 2014 Virtual Inter-Base Fishing Competition!

In 2010 the first ‘virtual’ Inter-Base Fishing Competition was brought into action. With the generous support of BECA and combined efforts from the respective OICs, rules and criteria were put in place and this tournament has been a huge success ever since.

Ohakea will host the 2014 competition which will run throughout March (although we limit your days on the water to two to keep competition even). This should allow maximum participation and reduce risk of rough waters.

To enter, you need to be a member of the respective fishing club or base whether serving or ex-serving; and dependants are welcome.

Fill out the entry form [see p 38] and send it or email it to CPL Amy Gardiner at Avionics Ohakea and inform your local Base OIC or Club Captain, who will coordinate the Base’s entries, the token $10 entry fee to cover prizes, and for collation of results.

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<thead>
<tr>
<th>Wellington</th>
<th>WGCDR Roger Pringle or WGCDR Peter Johnson</th>
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<tr>
<td>Ohakea</td>
<td>SGT Harry Harris or SQNLDR Dave Wray</td>
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<td>Auckland</td>
<td>SGT Steve Repko or FLTLT Michael Gibbons</td>
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<td>Woodbourne</td>
<td>SGT Norb Thaler</td>
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Tough Mudder

Tough Mudder is a 20km endurance event that involves, fire, ice, electricity and almost every other unpleasant obstacle you can think of—and lots of mud. Tough Mudder is not a race, but a challenge—no prize for first past the post, only the overwhelming sense of achievement as you tumble together with your team over the line to receive the coveted orange headband.

63rd annual RNZAF Golfing Society Golf Tournament 2013

The sponsors’ representatives; thank you to: Met Service, Rangitikei Golf Course, Golf Distributors, Russell McVeagh, BECA, Lee Builders, Craig Walker Removals, SGS, Babcock NZ, Clearview, Carpet Court, Wormalds, ANZ, Inpipe Logistics, SAFE Air, Clearwater Resort, Spotless, Field Air, Higgins Group, Fuji Xerox, Air BP, Mico, Astro, and Brunton Engineering

At Rangitikei Golf course during 28 October – 1 November over 60 serving and ex-serving members of the RNZAF Golfing Society battled their way through three days of competitive match play. Rangitikei Golf Course was in impeccable condition and the weather fine. Following the 36 hole stroke play competition on the first day, competitors were streamed into divisions.

W/O Revell was one of those who outplayed many of the top players and found himself quite unexpectedly in the top division. CPL Kyle James headed off the top division with a combined stroke rounds total of 152. After two days of intense match play, the division winners were decided on the last day, with the leading pairs heading off for the final rounds in the afternoon.

Next year will be the 64th anniversary golf tournament and the RNZAF Golfing Society expects a large field leading towards the 65th anniversary in 2015.

FIRST DIVISION - RNZAF CHAMPIONSHIP

RNZAF Championship Winner: CPL Kyle James
RNZAF Championship Runner Up: SQNLRD Martyn Nair
RNZAF Championship Plate: SQNLRD David Wray
RNZAF Championship Flight: F/S Mike Foster
RNZAF Championship Plate Flight: CPL Des Remihana

Note: For the list of other winners, see the RNZAF Website.

The Executive committee would like to encourage maximum attendance and will be seeking feedback from members in the following months on any areas of improvement. If you have any feedback please direct emails to Sean.willis@nzdf.mil.nz.

Tough Mudder is coming to New Zealand for the first time and will be held near Auckland on Anzac Weekend 2014. Tough Mudder, with its emphasis on camaraderie and teamwork, is a real challenge that people can see themselves realistically taking on. The average time to complete the course is 3.5 hours. See:
http://toughmudder.com/wounded-warrior-project/
http://youtu.be/kUwXTfwxCTM
**Notices**

**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 that passed through No. 2 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

**Calling all current and previous serving No. 5 Squadron personnel!**

The 5 Squadron RNZAF Association invites you to become a member in order to stay in touch with Squadron and Association events.

Membership fees are currently zero.

If you are interested in joining, head to www.5sqnassn.org.nz and fill out the ONLINE REGISTRATION FORM.

**Gallipoli 2015 Ballot**

The ballot for passes for the centenary commemorations of Anzac Day at Gallipoli, Turkey in 2015, is now open.

Direct descendants of Gallipoli veterans and NZDF veterans are eligible for special ballot categories.

The ballot is open to all NZ citizens and holders of an NZ permanent residents visa—the ballot closes 31 January 2014.

To enter the ballot and learn more about Gallipoli 2015 commemorations, visit www.Gallipoli2015.govt.nz

**Inter-Base Fishing 2014 – Registration Form**

**Name:**

**Base:**

**Type of fishing:** Boat / Kontiki / Freshwater etc.

**Phone:**

**Cell phone:**

**Email:**

**Method of Payment ($10):** Fishing Club Funds / Cheque / AP

**Date of payment (prior to 01 Mar 14):**

Ohakea Base Welfare bank account is: 03-0251-002125-11 Please detail payment with:

“Ohakea Base Fishing Club A/C—Interbase Fishing 2014 Entry”

**Operation HOKINGA**

This event is now cancelled.

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**The Consolidated PBY Catalina**

The New Zealand Catalina Preservation Society exists to preserve and operate New Zealand’s only PBY-5A Catalina flying boat ZK-PBY—one of only a few in the world. The aircraft was bought to New Zealand in 1994, painted in blue and red ‘Peter Stuyvesant’ plumage. The aircraft was soon repainted to represent NZ4017 XX-T of No.6 Sqn RNZAF and appeared at many air shows until 2011.

In 1933 Consolidated Aircraft of San Diego was contracted to build a new monoplane flying boat with retractable wing tip floats and two 825hp Pratt and Whitney Twin Wasp radial engines. First flight was in March 1933 and it quickly demonstrated long endurance and a good load-carrying capacity.

Built initially for the US Navy, the flying boat was also ordered by the British as war approached. It served widely in RAF Coastal Command and the Commonwealth air forces from 1940. The ‘Cat’ was built in large numbers—more were built than any other flying boat. The type played an important part in all theatres of war.

The RNZAF operated 56 Catalinas (NZ4001–NZ4056) between 1943 – 54. The RNZAF’s first nine were Catalina Mk IVA (PBY-5) allocated from an RAF order; the remaining 47 were supplied under Lend/lease arrangements. The fleet was a mix of Consolidated and Boeing-built aircraft; all were flying boats, with no amphibian models.

At first our Catalinas were operated by No. 6 Squadron (squadron code XX-) from Lauthala Bay in Fiji until the Squadron deployed to Halavo Bay on Florida island in the Solomons. No 3 Operational Training Unit was then established at Lauthala Bay (squadron code GF-). A second operational squadron, No. 5 Squadron (code PA-) then formed and deployed to the Segond Channel at Espiritu Santo (Vanuatu).

Both squadrons flew anti-submarine, shipping escort, air-sea rescue and transport missions. They earned the respect of the land-based squadrons for their “Dumbo” air-sea rescue missions. (Sir Edmund Hillary was a navigator on Catalinas, first with No.6 Squadron and then No.5 Squadron.)

After WWII some of the best remaining aircraft were assigned to No. 5 Sqn (new code KN-) and these were re-fitted with 10cm search radar in a large radome above and behind the cockpit.

In the post-war period the aircraft were used for maritime surveillance and search and rescue missions, including mercy missions to isolated Pacific islands.

Two Catalinas were loaned to Tasman Empire Airways (TEAL) after the war, one as a crew trainer, the other to survey a flying boat route from Fiji to Tahiti, “The Coral Route” for TEAL’s Solent flying boats.

Seven Catalinas were written off during the war, and 8 in the post-war period. The remainder were stored at RNZAF Station Hobsonville until they were scrapped between 1952 and 1955.

**PLEA**

ZK-PBY is now in a hangar at New Plymouth airport for wing refurbishment work. Progress has been steady, with the aim of returning PBY to airworthiness in about a year. A fund raising campaign to help cover the engineering costs for the complex sections of the wing components is planned. Please support the goal of returning ZK-PBY to New Zealand skies!

New Zealand Catalina Preservation Society, PO Box 72-527, Papakura 2244, New Zealand • www.nzcatalina.org.nz
<table>
<thead>
<tr>
<th><strong>Consolidated PBY Catalina: Tech Specs</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Crew</strong></td>
</tr>
<tr>
<td>Pilot, co-pilot, flight engineer, radio operator, navigator, radar operator, four gunner</td>
</tr>
<tr>
<td><strong>Height</strong></td>
</tr>
<tr>
<td>21 ft 1 in (6.15 m)</td>
</tr>
<tr>
<td><strong>Max weight</strong></td>
</tr>
<tr>
<td>35,420 lb (16,066 kg)</td>
</tr>
<tr>
<td><strong>Powerplant</strong></td>
</tr>
<tr>
<td>2 × Pratt &amp; Whitney R-1830-92 Twin Wasp radial engines, 1,200 hp each (895 kW each)</td>
</tr>
<tr>
<td><strong>Max speed</strong></td>
</tr>
<tr>
<td>196 mph (314 km/h)</td>
</tr>
<tr>
<td><strong>Range</strong></td>
</tr>
<tr>
<td>2,520 mi (4,030 km)</td>
</tr>
<tr>
<td><strong>Armament</strong></td>
</tr>
<tr>
<td>4,000 lb (1,814 kg) of bombs, depth charges or torpedoes</td>
</tr>
<tr>
<td>3 × .30 cal (7.62 mm) mg</td>
</tr>
<tr>
<td>2 × .50 cal (12.7 mm) mg</td>
</tr>
</tbody>
</table>

**Length**: 63 ft 10 7/16 in (19.46 m)  
**Wing span**: 104 ft 0 in (31.70 m)  

**Christmas & New Year Greetings 1944**  
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**R.N.Z.A.F.**
CLASSICS OF THE SKY
TAURANGA CITY
Air Show

ANNIVERSARY WEEKEND 2014
PRACTICE DAY - SATURDAY 25 JANUARY (NOON - 4PM)
MAIN EVENT - SUNDAY 26 JANUARY (10AM - 4PM)

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