CELEBRATING SUCCESS
PARACHUTE JUMP INSTRUCTORS
JOINT OFFICER INDUCTION COURSE
CADETS 150TH ANNIVERSARY
Our mission
To carry out military air operations to advance New Zealand’s security interests with professionalism, integrity and teamwork.

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

Published by
Defence Communications Group
HQ NZ Defence Force
Wellington, New Zealand

Editor
Richard Jackson
Ph 04-496-0289
Fax 04-496-0290
Email: airforcenews@nzdf.mil.nz

Design and Layout
Defence Communications Group

Printed by
Bluestar
Private Bag 39996, Wellington

Distribution
Email: airforcenews@nzdf.mil.nz

Air Force News is governed by an Editorial Board. Views expressed in the Air Force News are not necessarily those of the RNZAF or the New Zealand Defence Force. Defence regulations over-ride all content in the Air Force News. Editorial contributions and ideas are welcomed. They can be emailed directly to the Editor and do not need to be forwarded through normal command chains.

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

Contribution deadline for the April Issue
Monday 10 March

Contribution deadline for the May Issue
Wednesday 9 April

Air Force News will hold the copyright for submitted articles or photographs it publishes. Articles and photographs published in Air Force News cannot be published elsewhere without permission.

ISSN 1175-2327

New Zealand Government

Contents
06 New CDF
10 New Pilots Awarded their Wings
14 Engine Change
04 Briefings
09 Our All-Black Trainer
12 First NZDF Joint Officer Induction Course
15 Tactical Test Over Rangitikei
16 Parachute Jump Instructor Course
17 Nick Cree Memorial Trophy
18 Our People
20 Summer Air Shows
22 Celebrating Success; CAF Commendations
23 Object of the Month
24 Seasprite Replacement Project
25 Te Rapa Trophy
26 The Great Escape
29 Dental Health; You’re in Control
30 Cadets Celebrate Anniversary
32 Sport: Cricket Victory

ParaChute Jum P inStruCtor F/S lev leatherland
oF the Kiwi blue ParaChute diSPlay team ComeS in
to land at tauranga air Port during the January
air Show. See Storie S on PageS 17 and 20.

PHOTO: MR Rod Mackenzie, a uCKland Photo Flight.

2 Air Force News
The announcement of the acquisition of eleven T-6C Texans heralds an extremely exciting and important period for the RNZAF. The delivery of the Pilot Training Capability (PTC) is CAF’s highest priority for the Air Force, which is closely aligned and contributing to the growth of Qualified Flying Instructors (QFI). I am aware there is significant interest in the project and it is now possible for me to provide you all with more detail on the implementation plan.

Command Structure. The introduction of a new aircraft type and training continuum has provided an opportunity to review the existing flying training command structure.

- Central Flying School (CFS) will remain as the centre of excellence for flying instructor training.
- No. 42 Sqn will no longer conduct the advanced phase of pilot training, transitioning back to be a multi-engine conversion unit along with their existing domestic and VIP transport role.
- The major change will be the re-establishment of No.14 Sqn, tasked to conduct all ab-initio flying training. This will result in the disbandment of the Pilot Training Squadron as it is currently known.

There are relevant and tangible benefits in reclaiming the past traditions of numbered units; you will note the black and white diamond pattern, crests and symbology of No.14 Sqn on the sharp new glossy black paint job on the Texan—an effective colour scheme that not only aids visual acquisition and therefore enhances safety, but also looks great.

Personnel. Up until now the PTC project has largely been limited to a very small team seconded to the Ministry of Defence Acquisition Division providing operational and technical advice. This will soon change.

The PTC will grow in the middle of the year with an additional QFI joining SQNLR ‘Kinky’ Clayton in August, followed by a further four QFIs in September—that will give a total of six QFIs on the project, with another six who will be converted onto the Texan by the first quarter of 2015.

In addition to the flying training conducted, a resident project engineer will be based in Wichita for the duration of the build programme and a synthetic training device manager has also been appointed to manage the critical development of the two fixed-base simulators.

The QFI demand will have a significant effect on the ability to conduct parallel CT-4E training and for this reason CDF has agreed to formally terminate the existing contract with Pacific Aerospace Limited taking effect in March 2015, drawing to a close a long and very successful professional relationship. Pilot and flying instructor throughput will be maintained using existing staff resources for the remainder of this year, following which the sole focus will be on successfully developing the PTC.

Infrastructure. No. 1 Hangar will continue to be the home of flying training. Along with 11 aircraft the PTC will deliver computer-based desk-top training, and two fixed-based flying simulators. This will require the construction of a simulator facility and classrooms and further modernisation of the hangar. Carport style garages and an extension to the western tarmac will also be undertaken.

Introduction into Service. My intent is to minimise the amount and duration of test and development work associated with this capability enabler. With existing Federal Aviation Association (FAA) certification and a depth of experience across allied air forces (in excess of two million flying hours) we are fortunate to be able to leverage off this knowledge.

Timeline. Our first ab-initio pilot training course on the Texan will commence in January 2016.

Summary. The successful introduction of the Texan into service is the number one priority for our Air Force. While there is much to be done between now and the first course of training, I am confident that the planning and effort demonstrated to date will realise this incredibly exciting phase in our history, safely and on time. [See also page 9].

By AIRCDRE Mike Yardley, Air Component Commander
MAINTENANCE CONTRACT WITH SAFE AIR LTD RENEWED

The NZDF has renewed its aircraft maintenance contract with Safe Air Ltd for a further four years, commencing in July 2014. The contract’s annual value is worth $20 million and is based on a strategic alliance between the NZDF and Safe Air Ltd.

Under the renewed contract, Safe Air Ltd will continue to provide medium and heavy maintenance, repair and overhaul to our Air Force’s fleet of C-130 Hercules, P-3 Orion aircraft, SH-2G Seasprite and UH-1H Iroquois helicopters. The renewed contract also has new flexibility for Safe Air Ltd to provide other engineering goods and services required by the NZDF.

The renewed contract reflects the NZDF’s ongoing confidence in Safe Air Ltd providing value for money as a centre of excellence for aircraft maintenance repair and overhaul.

In addition, Safe Air Ltd is also a subcontractor for the new Pilot Training Capability Project and plans to set up a facility in Ohakea to service the forthcoming Beech T-6C Texan II trainers.

CARGO PARACHUTES

By Natala Low, Defence Communications Group

There is no one size fits all solution when it comes to parachutes. AC Scott Whittaker is a Safety and Surface mechanic with the Cargo Parachute Bay team of Maintenance Support Squadron at Ohakea. The team, including W/O Guy Lipsham, W/O Jake McPhee and LAC San Foulton, were busy with TACEX last month.

AC Whittaker said that last year, for Ex KIWI FLAG and SOUTHERN KATIPO, the USAF had brought some really sophisticated parachute technology with them and the RNZAF team appreciated taking a close look while those exercises were on.

“We used about 100 parachutes during those exercises. Our aircraft had to drop a wide variety of supplies from food rations to ammunition and fuel. The type of parachute used depends on how heavy the load is, the rate of velocity you want it to fall at and whether it’s falling into water or onto land”, said AC Whittaker.

He explained that there is an art to folding parachutes, with the smallest taking 8 minutes on a table, while our largest parachutes—120ft diameter— take over three hours to fold correctly (and on the floor due to their size). The new MSS building at Ohakea has probably the tallest parachute maintenance tower in the Southern Hemisphere, for washing and drying the parachutes after each use.
CUDDLY COMFORT FROM WOODBOURNE

Claudia Baker, Welfare Facilitator at Base Woodbourne, reports that on 20 December she and Chaplain Roger Black presented 144 teddy bears to both the local Woman’s Refuge and the Wairau Hospital Paediatric Ward, just in time for Christmas. The Armed Forces Canteen Council in association with the bears’ manufacturer, Antics Marketing, had donated the 288 bears to the Blenheim community.

Blenheim Woman’s Refuge manager, Rachel Black, said it was a wonderful gift, as many women come to them with their children, having left everything behind. To be able to give a teddy bear to a child to cuddle was very special.

Staff Nurse Mary Bezzant from Wairau Hospital Paediatric Ward said their staff were ecstatic about the support. “The teddies will be given to children who are admitted to the ward or the Emergency Department. ED can have to 300 children through a month, so it is something nice for them to be given while there,” Mrs Bezzant said.

The donation was a gesture of goodwill from the AFCC at Base Woodbourne, because they had a surplus of the bears, and manufacturer Antics Marketing gave the go-ahead for them to be given to the community.

The photo shows Hayley Twose (13 months) playing with some of the donated teddy bears in the Paediatric Ward at Blenheim Wairau Hospital, with, from left, her grandma Nan Chadwick, Chap Roger Black, and Welfare Facilitator Claudia Baker.

PHILIPPINES TYPHOON RELIEF ‘THANK YOU’

The Philippines Ambassador to New Zealand, Her Excellency Virginia H. Benavidez, presented the Prime Minister John Key with a gift on 18 February as a ‘thank you’ for the NZ relief assistance to the Philippines, after the devastation caused by Typhoon Haiyan [see Air Force News 154 December 13].

In return the Prime Minister gave the Ambassador a signed and framed RNZAF photo of our Hercules at work, taken at one of the Philippines airfields during the relief operation. The Ambassador was ‘absolutely delighted’ with the photo of our C-130 in the Philippines; it was an emotional moment for her, as she thanked the Prime Minister for the money, both government and donated, and the commitment of our NZDF resources to help in the aftermath of the typhoon.

NO.5 SQN: SAR SUCCESS AT TONGA

A P-3K2 Orion from No. 5 Sqn flew urgently to Tonga and successfully located a stricken fishing boat with a four person crew, on Sunday 23 February.

The vessel, named Odyssey, had been drifting without a motor since Thursday morning and after a search was spotted by the Orion crew in the dim evening light. All on board the vessel were reported to be fit and well.

A Tongan patrol boat was despatched to provide assistance and was due to reach the distressed boat early on Monday morning 24 February.

Our Orion kept a careful watch on the vessel and maintained communications between both the ODYSSEY and the Tongan patrol boat, until the rendezvous had been arranged.
NEW CDF
AIMS TO TURN
FUTURE35
FROM VISION
INTO ‘TANGIBLE
DELIVERABLES’

By Luz Baguio, Defence Communications Group

As an Army officer who spent a lot of his command time in the NZSAS, LTGEN Tim Keating is used to putting big picture strategies into effect through specific tactics that achieve mission objectives. As the recently appointed CDF, he aims to translate vision into “tangible deliverables” and bring forward the Future35 strategy developed by his predecessor, LTGEN Rhys Jones. The first on his to-do list is a four-year plan to set out specific initiatives to achieve the Future35 strategy, which envisages agile and integrated armed forces that can mount an amphibious operation involving maritime, land and air assets in New Zealand or the Southwest Pacific by 2035.

“The vision established by General Jones is still a powerful guiding vision for us. Establishing joint operational excellence, that ability to operate in a joint environment far better together, is going to drive us,” LTGEN Keating explained during his interview. “What we will now do is plot out some tangible deliverables, tangible plans to move quicker towards that construct because I don’t think we need to wait till 2035. We can achieve that vision early if we lay some solid plans.”

LTGEN Keating has more priorities for his first 12 months:

- Further improve the NZDF’s operations
- Encourage a quicker decision-making cycle in the NZDF’s corporate environment
- Continue efforts to get the three Services to work collaboratively and effectively
- Regenerate some of the NZDF’s capabilities and skills
- Renew relationships with New Zealand’s partners and neighbours, and build new partnerships.

“We will hold ourselves accountable as the leadership team—and I as the head of the leadership team—for the delivery of these elements of our plan,” he said. The NZDF took “a first good step” in realising the Future35 strategy in Exercise SOUTHERN KATIPO last November; however, he would like to see the war games run more as an operation in 2015.

“There will be a joint commander and he will command the assets and the activities. Participants won’t be participating in separate exercises that are joined together but will be operating under a clear joint command. We’ve got to practice as if it were a New Zealand operation,” he said. “So I want that
level of command and control, that level of emphasis next time. And we will be setting some clear expectations and key milestones.”

One of CDF’s stated goals is to make NZDF operations better. “I want to shift our thinking towards that of Sir Peter Blake: ‘Is what we are doing going to make the boat fast?’ He gives examples in the NZDF context: ‘Is what we are doing going to make the helicopters in No. 3 Squadron deliver better? Is what we are doing going to be able to sustain our ships at sea and our people delivering on those operations?’

“That’s going to drive my emphasis.”

CDF acknowledges that his predecessor is passing on to him “a very solid platform” from which the NZDF can scale new heights. Results of the internal quarterly attitude survey show that morale has lifted steadily since early 2012; on the other hand, attrition rates have progressively dropped (from 21.6% at 31 August 2012 to 13.6% at 31 December 2013).

Last December, the government indicated it will provide additional funding to support NZDF personnel and improve defence equipment and infrastructure.

“We are presented with an opportunity and the challenge is to make the most of that opportunity,” says LTGEN Keating. Given his operational experience, it is understandable that this former Special Forces commander would like to encourage a quicker decision-making cycle across the NZDF, to support the implementation of decisions and plans.

“We need a process where we can move rapidly from concept to execution to making a decision that understands risks,” he said, adding that rapid decision-making enhances the NZDF’s operational capability. “We need to challenge ourselves a little bit more and not be afraid to try different constructs. Sometimes, we just need to make a decision, understand the risks and give some things a go.”

Although LTGEN Keating prefers to talk about specific and practical plans, he is just as comfortable in articulating in big picture terms his vision of what the NZDF might be under his leadership. He envisions “a more unified Defence Force” where all the three Services work more collaboratively and effectively together. This, of course, is crucial to achieving the future35 strategy. “It’s not one step further but rather, a great leap...
forward into a unified Joint Force,” he explained.

“It’s about keeping the best of what the Services continue to deliver and what the cultures deliver to make air operations, maritime operations and land operations successful and safe. It’s also about understanding that in a new environment, many of the skills or even the cultures are very similar and need to work together.”

The vision is achievable, he said, citing evidence that he saw first-hand when he was Commander of CRIB 6 in Afghanistan, July to December 2005. The 100-strong contingent was comprised of personnel from all three Services and was deployed to support stability and reconstruction efforts in Bamiyan province.

“What I saw on CRIB 6 suggested that NZDF personnel have far more in common and are more alike than what we sometimes believe and make out,” he noted. Given its relatively small size, CDF argued that it was not cost-efficient for the NZDF to operate as an organisation with three separate silos. “In a small defence force, you’ve got to get a large part of your full force used to working in all three environments. We cannot afford to silo through Services,” he commented.

Now that the NZDF had drawn down its commitments in Afghanistan, Timor-Leste and the Solomon Islands, the operational tempo has slowed somewhat. This has presented “an opportunity for us to regenerate some of our capabilities and solidify some of our skills before the government directs us on our next operational missions,” said CDF. “In the interim, we have relationships to re-establish with our partners and neighbours in the Southwest Pacific and Asia. It’s also an opportunity to build new partnerships.” (The NZDF continues to support various missions and has major commitments to Op TIKI in the Gulf region.)

So does he see a tough road ahead?

“Oh the contrary; the exciting and challenging part is ensuring that I, as the head of the organisation, run an organisation that continues to inspire people to be as good as those that the Defence Force has always produced — with that focus on operational excellence and service to the country.”

THE PROFESSION OF ARMS

An extract from CDF’s speech at his Change of Command parade, 31 January.

As often is the case in today’s environment there is very little warning given that a nation will be required to respond to conflict, and it will be required to do so with the means it has available at the time, with relatively little chance to prepare.

Competence in the Profession of Arms comes from the appropriate investment in quality people, equipment and training in preparation for a conflict that may not even be manifest. Therefore it is one of the nation’s paramount responsibilities to those that it will deploy into harms way, to ensure that its service people are given the right means available to the nation, to achieve success. This of course means not only mission success, but that our people return home at the end of their tours to their loved ones. It is a sad reality of armed conflict, however, that this will not always be the case.

The myth of ANZAC invincibility will be brought home, as we commemorate the centenary of the Great War that cost the lives of so many young New Zealanders. Military success comes from superior national and military leadership, high quality training, and appropriate resourcing—not from the diminishing return of past success, or some magic ANZAC formula.

LTGEN Keating, CDF, inspects the Tri-Service Guard; the RNZAF contingent commander (at left) was FLTLT Jennifer Barber.
OUR ALL-BLACK TRAINER

The T-6C Texan II military trainer that is now on order for the RNZAF is a tandem seat high performance aircraft specifically designed for military pilot training. The Beechcraft Corporation has now manufactured over 850 of the type and in total it has accumulated over 2,000,000 flying hours.

The trainer was conceived as an adaption of the Pilatus PC-9 series, but is larger, heavier and almost completely redesigned, as the Beech Texan II. The T-6A was selected to fill the Joint Primary Aircraft Training System role for the USAF and the USN, with deliveries beginning in 2000.

Since then, the NATO Flying Training Canada, the Hellenic Air Force of Greece, the Israeli Air Force, the Iraqi Air Force, the Royal Moroccan Air Force and the Mexican Air Force, have chosen the T-6 as their primary trainer.

In New Zealand, the Government agreed in November 2012 that there was a requirement to modernise the pilot training system through the use of military training aircraft, simulators, other training aids, and an updated curriculum. “There was significant interest in the pilot training tender from parties in New Zealand and overseas, resulting in a strong and competitive tender process,” said the Minister of Defence, Dr Jonathan Coleman.

The RNZAF aircraft will be finished in the all-black colour scheme as shown here. Aircraft colour at high speed is much less of an issue than at low speeds—if you look at aircraft coming into an airport, at a distance everything just shows up as black. As well, black contrasts well against low cloud and most terrain.

A number of other Air Forces have conducted studies on the observability for high performance aircraft. Motion is the number one factor, with high contrast as the next.

**T-6C Texan II Tech Specs**
- Length: 10.2m; Wingspan 10.2m; Height 3.2m
- Powerplant: Pratt and Whitney, Canada PT-6A-68 flat-rated to 1100 SHP
- Max Cruise Speed: 297 kts (at 15,000ft)
- Max All Up Weight: 3,129 kg
- Max Service Altitude: 31,000ft
- Pressurised cockpit
- Integrated CMC 4000 Glass Cockpit including Head Up Display
- Martin Baker Mk16 Zero / Zero Ejection Seats

**The Pilot Training Capability Project Team**
- Mr Frank Dyer, MOD Project Director
- WGCDoR Geoff Comber, NZDF Project Director
- Mr Andy Evans, MOD Project Manager
- SQNLDR Steve Wright, PTC Engineer
- SQNLDR Brett Clayton, PTC Pilot
- FLTTLT Craig Kenny, REO Engineer
- FLTTLT Kiri Ohiol, PTC Training Officer
- FLTTLT Gareth Russell, PTC Simulation Project Officer
- W/O Brett Shanks, Ohakea Project Officer
On 24 January, seven new pilots graduated from the RNZAF Advanced Wings Course at Ohakea, with the Chief of Air Force congratulating them, presenting their wings and awarding their course prizes.

The Course (11/2) had begun their Airtrainer Basic Course in late 2011, flying the CT-4E Airtrainer. Their second phase was the Advanced Wings Course (AWC) which is conducted on the B200 King Air. But for these young pilots, their course fell during the transition period as the RNZAF upgraded its fleet of B200 aircraft to the newer and more capable version with upgraded avionics, the Beech B200PL. When the group did start their AWC, they became the first course to train on the new B200PLs; however it meant their overall flying training took a total of 29 months.
Timothy Jones is presented with the Baigent Memorial Shield by CAF.

The Baigent Memorial Shield has been donated to the RNZAF. First presented in 1955, the shield is only awarded to a graduate with exceptional results during ab-initio pilot training, and has been awarded only six times since 1955. It was last awarded in 2007 and this year was awarded to PLTOFF Tim Jones.

The de Lange Trophy was presented by AIRCDRE T.J. MacLean de Lange, CBE, DFC, and Mrs T.J. MacLean de Lange, as a ceremonial award to the pilot gaining the highest final flying mark on graduation from pilot training. This year it was won by PLTOFF Jones.

PLTOFF Jones was born in Christchurch and attended St Andrew’s College. In the 7th Form, he was a prefect and captain of the 1st XV; from 2004-2007, he represented Canterbury at age-level rugby.

After high school, PLTOFF Jones completed a diploma in adventure training before travelling to Europe to work as an outdoor instructor and travel for a year. In 2009, he gained his pilots licence through the International Aviation Academy of NZ in 2010, before being accepted into the RNZAF.

PLTOFF SIMON MCKAY was awarded the RNZAF Sword of Honour, which is awarded to the top graduate of the RNZAF Pilots Course, provided the graduate achieves at least a Distinguished Pass in both the Primary and Advanced phases of the Pilots Course.

PLTOFF McKay was brought up on a farm in Alfredton and then moved to Masterton at age 12, where he attended Rathkeale College from 2004-2008.

While at school PLTOFF McKay learnt to play the piano and guitar, he competed in cross country running and played for the 1st XV rugby team. He briefly attended the University of Canterbury before enlisting in the RNZAF in February 2011 to undertake Initial Officer Training Course (IOTC) before beginning his flying training.

FLTLT BYRON WAGSTAFF was awarded the Wigram Trophy which recognises academic excellence in graduates of the RNZAF Pilots Course. It is awarded to the pilot who graduates with the highest final academic mark.

FLTLT Wagstaff was born in Dunedin and attended Kings College from 1998-2002. He was deeply involved in school sports, representing Otago in age group cricket and rugby. After high school he attended the University of Otago graduating with a Bachelor of Consumer and Applied Science degree in 2005.

FLTLT Wagstaff then applied to the RNZAF and was accepted as a Navigator, completing IOTC in 2006. He was posted to East Sale in Australia on 131 Navigation Course and graduated in May 2008. He was awarded the Merton Sword of Honour, Dux and Astrolabe Trophy for this course.

FLTLT Wagstaff was posted to No. 5 Squadron as an Air Warfare Officer on the P-3K Orion. He completed three years in this role before remustering for flying training as a pilot, in August 2011.

FGOFF DAVID NATAPU was born in Singapore but attended St Andrews College in Christchurch from 1999-2003. He was involved in volleyball in school, and went on to represent New Zealand in 2004.

FGOFF Natapu attended the University of Auckland 2004 - 2008 and graduated with a Bachelor of Law with Honours and a Bachelor of Commerce. He went on to work at Bell Gully in Auckland as a Banking and Finance lawyer between 2008-2010.

However the lure of flying brought him to the Air Force and FGOFF Natapu completed IOTC in the first half of 2011 before beginning his flying training.

FGOFF LINDSAY JOHNSTONE was born in Christchurch and attended Christ’s College from 2001-2005. At school he was involved in Sailing and Small Bore Shooting, competing at the regional level. He also played the drums and was an active member of the Air Training Corps from 2002-2011.

In 2006 FGOFF Johnstone enrolled at the University of Canterbury. He graduated with a BSc (majoring in Physics) in mid-2010. While at University he also ran a produce distribution warehouse in Christchurch and, part time, undertook mechanical automotive repairs for a local car sales firm.

In 2010 he applied to the RNZAF as a Pilot and completed IOTC in the first half of 2011.

PLTOFF BEN JAMES was born in Wellington and attended Wellington College from 2004-2008. PLTOFF James represented his college in cricket, rugby, cross country running and was in the regional champion croquet team. While at school PLTOFF James worked toward gaining his Private Pilot Licence at the age of 17.

After high school, PLTOFF James spent a year travelling and working in Europe before attending Victoria University of Wellington studying science. PLTOFF James joined the RNZAF in January 2011.

PLTOFF MATTHEW COMBER was born in Christchurch, but attended Tawa College in Wellington from 2003 – 2008. PLTOFF Comber was involved in sport throughout school and he represented Tawa College at the national secondary school basketball tournament.

PLTOFF Comber’s true passion has always been aviation. He attended Canterbury University for a year then completed a Certificate in Aeronautical Engineering with the Air New Zealand Training School in Christchurch during 2010. After graduating from the training school he was accepted into the Air Force. PLTOFF Comber completed IOTC in the first half on 2011.
THE FIRST NZDF JOINT OFFICER INDUCTION COURSE

It was 47 days straight, from EMA (early morning activity) at 0530 hrs to lights-out at 2230 hrs, every day. The 120 members who started this inaugural Joint Officer Induction Course (JOIC) have, among other tests, undergone sea survival in the Marlborough Sounds—a few hours in crowded 24-person life rafts—before being taken ashore and, by pack march, navigated through native bush for a tough overnight land survival experience. As I write the Officer Cadets and Midshipmen are at West Melton (in Canterbury) undertaking a final, demanding, field consolidation exercise.

The purpose of commencing their training with this joint-service common course is to expose these students to the purposes of all three services, thereby gaining a better understanding of why (not just how) the three Services operate. More importantly, we know the joint experience has already established friendships and networks among these future officers across all three Services. Importantly, the new JOIC aligns with the CDF Directive—Future 35.

To enable this desired ‘cross pollination’ the four Flights (alternatively, Divisions or Platoons) are named after Officer VC winners from each of the three Services: Heaphy, Sanders, Trent and Ngarimu. The 28 training staff are also drawn from the three Services—8 from Navy, 7 from Air and 13 from Army. All the Officer Cadets/Midshipmen have been mixed within these Flights, as are the training staff (with at least one from each Service) for each Platoon/Flight/Division.

The course is being run out of Ground Training Wing by Command and Recruit Training Squadron at Woodbourne, and we use the surrounding area for our field activities: the Marlborough Sounds for maritime survival, Dip Flat for bush and field craft and the NZ Army’s West Melton for the long range shoot and the consolidation exercise.

The majority of the course is common training: Military Justice Training Programme, Law of Armed Conflict, parade ground drill, handling small arms—the Steyr and the pistol—navigation, patrolling, physical training, administration, first aid and field craft. This course is also the first to receive the NZDF’s Institute for Leader Development ‘Lead-Self’ training modules. By training together the students have an even playing field for all officer leadership training through the ILD.

On 27 February the 111 members of the NZDF’s first Joint Officer Induction Course paraded before CDF to mark the completion of their training at RNZAF Base Woodbourne. The new Officer Cadets and Midshipmen are now with their single Services to continue their Commissioning Training. Woodbourne Ground Training Wing Executive Officer SQNLDR Jackie Searle describes the seven week course that is to shape the future of the NZDF.
Leader training continuum, which will feature as they rise in rank throughout their careers.

It is already apparent that these trainees know far more and have been exposed to a broader experience than their predecessors at an equivalent stage of training. They have learnt the vernacular and slang of the three services; this we expect, will lead to a better understanding of the functioning and needs of each Service as they produce their outputs in future. For example, the JOIC has exposed the Officer Cadets/Midshipmen, to navigation at sea—they had to navigate the RNZN RHIBs out to a point in the Marlborough Sounds where they then found their life rafts. In mid-February they were flown by C-130 to Christchurch, to live in the field at West Melton for their final consolation exercise and long range shoot.

The Officer Cadets and Midshipmen wore Desert DPM for the course; apart from this there has been no attempt to try and generate an artificial ‘joint’ culture. Our training staff wear whatever they would normally wear and use their normal Service terminology, hence—for example—‘Flight/Platoon/Division’ depending on which staff member is speaking. The cadets are bright enough to figure it out. If anything, individual service cultures are enhanced: they use the heads, have a joe break and listen to a soldier’s five.

The goal is to give the students a broad exposure to NZDF practices. The Officer Cadets/Midshipmen made no distinction between themselves about which Service they have joined, although they do take an interest in learning from each others’ skill-sets. Similarly the joint training staff have experienced valuable interaction and cross-pollination of training ideas.

At this time there have been only seven (voluntary) releases from the course, while two Army Officer Cadets, selected to attend ADFA, have departed to begin their joint and combined training experience in Canberra.

All three single Service Chiefs have spent time with the course, and the Minister of Defence has also spent a morning with them. A news media visit to the course took place on 14 February. When CDF reviewed their end-of-course parade on 27 February, we had 23 midshipmen, 21 Air Force and 62 Army officer cadets on parade, along with five MAP students, who have been on the course from the start.

JOIC 14/1 is the first of four trial joint officer induction courses; at this stage the first course feels like a success—we hope to see that reflected in 107 future careers of Officers in the NZDF.

THE JOIC PROJECT TEAM
Project Executive, RADM Jack Steer,
Project Manager, COL Grant Motley,
Commanding Officer/CO JOIC, WGCGR Pete King,
Officer Commanding, SQNLDR Brendon Clark,
Chief Instructor, LT Clare Talbot
SSM, WO2 Tim Sorensen,
Training Officer, CAPT Rod Masters
**Maintenance Support**

As this year opened, Air Maintenance Squadron and Component Maintenance Flight at Base Auckland ‘hit the ground running’ with a C-130 on phase servicing, a B757 having an A check, Role Change, Engine Change and a major engine repair, all at once! One of our engineering officers under training, OCDTU Cody Clarke describes how to change an engine...

---

**ENGINE CHANGE**

*By OCDTU Cody Clarke, JENGO U/T, 40SQN Maintenance*

Engine changes for 40 Sqn aircraft are fairly straightforward. We change engines in accordance with the manufacturer’s servicing schedules, but we may also change engines if we detect metal debris in the lubrication oil.

The Boeing 757 engines are, in the opinion of our team at 40 Sqn, ‘pretty darn good’. Swapping out a jet engine for scheduled servicing is basically the same as taking your car into the shop to get a routine good look over. If it’s time for a major overhaul of the engine, we remove it from the aircraft and send it to the USA for its overhaul.

On the B757s the leading cause of engine change is finding metal debris. As you may imagine with so many moving and spinning parts there exists the possibility a component may get misaligned or bumped and catch something it shouldn’t. As well as fair wear and tear, some scratching will generate small shavings of metal. The engines have multiple filters and special magnetic sensors (MAG Plugs) that are designed to catch and indicate the presence of these shavings. These can be bad news, as you need nice clean fluids running through components. The filters and indicators are also inspected on periodic maintenance checks and used for trend analysis as a pre-emptive strike for component failure.

The C-130s are a little different; a large contributing factor to engine changes for the Hercules would be for a failure to meet minimum performance. Performance (expressed as a percentage) is a measure of a number of criteria:

- torque,
- exhaust gas temp (EGT),
- outside air temp (OAT), and
- altitude.

Underperforming engines can be caused by dirt or sand or even polluted air, depositing undesirable grit or grime in the compressor section or on turbines. When the percentage value falls below a minimum figure the engine is removed. If one engine cannot deliver the same power as the other three, it may not be able to pull the Hercules through all flight conditions.

One issue that is a serious threat to both engine types is bird strike. Although there hasn’t been an engine change on 40 Sqn due to bird ingestion in some time, we’ve had some close calls. If a bird is sucked into the engine air intake, even though the bird itself is moving relatively slowly, you can be sure the aircraft is moving fast. The impact of a bird can severely damage props and fan blades as well as engine linings and ducts.

Secondary effects can come from the ‘residue’, because bird remains are highly corrosive if left to sit on metal components and have to be washed off quickly to prevent any further damage.

With any engine change there is an assortment of...
Two C-130H(NZ) Hercules aircraft and 42 personnel from 40 Sqn conducted tactical airlift and airdrop training in late February from Ohakea. Flight Commander of the Hercules Flight, SQNLDR Steve Thornley explained, “The exercise focused on air drop missions and air-to-land resupply operations. Our crews dropped a variety of practice loads from the aircraft onto the Raumai Range. The loads included large drums strapped to pallets and a few military vehicles. Normally based at Whenuapai (Base Auckland) the 40 Sqn detachment were supported by elements from Base Auckland, Ohakea and Linton camp. “We work closely with personnel from the NZ Army’s 5 Movements Company based at Linton Camp. The Movements Operators help with the preparation of the loads and their recovery.”

Many of the public glimpsed the spectacular sight of a Hercules at low level, skimming over ridges and dropping into valleys—practicing the art of tactical flying where hills can give protection against a potential enemy.

“At the speed we are travelling we are literally overhead only for a couple of seconds”, said SQNLDR Thornley. “But it can be a little disconcerting when you look up and see a large aircraft zoom by when you are only used to seeing them on approach at the airport. Our flights were conducted within civil aviation regulations and with strict operating parameters including altitude. So members of the public can be reassured that the operations were conducted with safety in mind.”

As for the physical installation and removal:
On the C-130s, a large forklift-type vehicle is driven up to the aircraft. This provides the lifting strength to move the propellers off, and when the time comes, the engine too. There is a little panel on the wing where you can access all the connections that go into the back of the engine—fuel, bleed air, generator power, electronics and hydraulics—all of these run through this one area.

To actually remove the engine unit, a sling is lowered in place and fixed to the engine. And the whole lot comes off as one piece. All going smoothly it can be done inside two shifts.

The Boeing 757 has an interesting difference. The engine is surrounded by ducting panels, hinged at the top in the wing pylon, that don’t need to be removed. This means we can’t get to it from above. So the stand is actually hoisted up to the engine from underneath. A boot strap lifting system is fitted to the wing pylon and the top half of the engine stand (called the cradle) is brought up via a manual lifting chain assembly. The engine is then bolted to this cradle and all the connections (hydraulics, electrical, etc) are removed from the pylon. The cradle/engine combo is then lowered down on to the lower half of the stand and wheeled away.

WORKING AT HEIGHTS

Our aircraft are big, that means when we are working on an engine we are usually working at quite a height. The new working at heights kit represents the next step for safety in our Air Force. Previously, working at heights was an “at risk” activity that was covered by the RNZAF’s risk assessments, rules and procedures. For example: walking around on top of a Hercules was usually reserved for a non-windy and non-rainy day.

Historically the RNZAF has had very few accidents, but this doesn’t mean we are immune from it in the future. This new way ahead means the RNZAF, as a responsible employer, is ensuring that all practicable steps have been taken to secure the safety of our people.

The large yellow (Alpha) stands are designed for safe access to the tops of aircraft. The cable hook units at the top of the stand allow for multiple people to be working on large sections of the upper structure while still being attached to a safe anchor point.

As well as these access stands, the RNZAF is currently testing some vacuum anchor points that are attached to the wing. These are large compressed air powered suction cups that stick down on most surfaces and allow free range for two people around the top of an aircraft.

Although this gear is still new and will take some time to get used to. It highlights the commitment by the RNZAF to keeping our people safe.
By CPL Vanessa Pollard, Parachute Jump Instructor, Parachute Training and Support Unit

A Parachute Jump Instructor (PJI) is someone who can take a group of soldiers (who in some cases may have never flown before) and teach them all they need to know - to confidently exit a C-130 at 800 feet with all of their combat equipment, fly their steerable parachute onto their Drop Zone at night and to land safely enough to continue to their objective.

The PJI course is a physical course where every drill that you demonstrate must be perfect. You learn to coach, motivate, cajole and to wring every ounce of effort out of a group of troops in order to get them ready to face the challenge of low-level military parachuting.

I joined the PTSU last April with SGT Lennox. The time before the start of our PJI course was used improving our own skills in Static Line parachuting, as well as completing pre-requisite courses such as Drop Zone Safety Officer (DZSO) and Mobile Air Operations Team (MAOT).

Time was also used to absorb as much knowledge as possible on low level parachuting prior to our intense three months of ground training and flying. The PJI course teaches:

- how to instruct the students for inspecting and fitting of the parachute,
- actions on board the aircraft,
- exit techniques,
- emergency procedures,
- how to fly the parachute to the DZ,
- how to land in a heap without hurting oneself, and
- how to efficiently gather up the parachute and stow it after landing.

As a PJI Under Training, we were expected to train and supervise a sortie of parachute troops from the moment they walk in to the PTSU hanger to the moment they are handed their parachute wings. We delivered 28 lessons per course, and imparted our skills and knowledge in a manner designed to render our students unable to forget - even if they wanted to! We did this by painstakingly learning each lesson and delivering it to the three separate courses of ab-initio students over a condensed period. At all times we were watched closely by a senior PJI, had each lesson picked apart and then were expected to apply that feed back immediately with obvious improvement.

After all the ground-based training is completed and the students are rearing to go, the pressure was back on us, as we were then assessed as Low-level Despatchers. SGT Lennox and I, in conjunction with 40 Sqn, were responsible for the flying phase of the Basic Static Line Course. This included Ramp Briefs, parachute inspections, aircraft procedures and overseeing the students exiting the aircraft.

Each course is required to complete
The Nick Cree Memorial Trophy is awarded annually to a Qualified Flying Instructor, or Qualified Aircrew Instructor, who displays outstanding ability in the airborne instructor role, coupled with a natural flair for leadership. The recipient is chosen by Officer Commanding Central Flying School, and the Officers Commanding 485 and 488 Wings. For 2013 the Trophy was awarded to Flight Sergeant Ian (Lev) Leatherland of PTSU.

F/S Leatherland displays exceptional airborne instruction skills and leadership qualities as an advanced instructor at PTSU. Airborne instruction during freefall within the Parachute Jump Instructor (PJI) trade is not unusual, however F/S Leatherland’s unique qualification as a NZDF Tandem Master Instructor (TMI) represents the epitome of instruction within the parachuting sector.

The complexities of being a military TMI require airborne monitoring, evaluation and intervention where necessary, all whilst in freefall. The TMI is either alongside the Tandem Master (TM) or TM student in freefall or, more often than not, attached to the front of the TM student under instruction. This requires a great deal of trust and inspired confidence in his student together with meticulous assessment of the students’ aptitude and skills when placed under significant pressure.

A TMI does not have dual controls or the ability to override errors in a TMs deployment sequence but must react to potential situations as they develop. An extremely high calibre instructor, F/S Leatherland demonstrates outstanding ability coupled with intrinsic freefall skills during all elements of TM instruction and assessment.

F/S Leatherland has been pivotal to the success of training TMs for both Army and PTSU personnel. He continues to lead by example and in doing so inspires confidence in those he teaches. F/S Leatherland’s outstanding instruction and leadership make him a worthy recipient of the Nick Cree Memorial Trophy.

F/S Leatherland was born in Lincolnshire, England, and joined the Royal Marines at age 17. He served in the Marines for 9 years before emigrating to New Zealand and taking up skydiving at the Whenuapai parachute club. He joined the RNZAF as a PJI in 2000, qualifying in April 2001. He has had a couple of short ground tours but has spent nearly 10 of the last 13 years doing the job he loves at PTSU.

F/S Leatherland was the second recipient of the trophy, after it was awarded for the first time in 2012 to SQNLDR Peter (Cocky) Cochran.
Sarah-Jane Shearman is the (interim) Wellington Welfare Facilitator for RNZAF personnel in the Wellington region, replacing Trevor Stone. Sarah-Jane’s background has been in the Social and Community Work sectors, and she aims to maintain quality effective support to RNZAF personnel and their families.

One of the items in an Oxfam charity auction to support the Philippines Typhoon Relief Fund, was a flight over Auckland in a No. 6 Sqn Seasprite. Sam Allan (centre) won the bidding and took Aaron Conder-O’Brien (second from right) who is also a trainee civilian helo pilot, with him for the flight.

WCGDR Geoff Pierce ties his skill on the Dambuster interactive game at the Air Force Museum, while his daughter Niamh observes.

SGT Sarah Anderson, a Flight Steward with 40 Sqn, is a contestant in Miss World New Zealand contest. At 26 she is the oldest contestant in this year’s contest, but she is hoping her life experiences in the Air Force will carry her along. Fund-raising is a vital part of Sarah’s campaign and she is hoping for solid Air Force support. The final show will be held on 26 April at the Rendezvous Grand Hotel in Auckland. See her Facebook page: “Sarah Anderson - Miss World New Zealand Contestant 2014”
Ohakea’s Sportsperson of the Year is Mr. Matty Cole, an instructor at the Base gym, for his contributions to League, Rugby and Football.

W/O Paul Bates took his daughters, Abbi (left) and Dani (right) with his wife Marcella on the recent Air Force families visit to our Museum. All who took part appreciated the friendly and knowledgeable Museum team who gave them ‘a pleasurable and informative visit to our world-class facility.’

Cricketing great Sir Richard Hadlee is the NZ ambassador for the ICC Cricket World Cup and he brought the ICC trophy to the start of the NZDF Inter-Services’ Cricket Tournament on 11 February. It is now only one year before the ICC World Cup tournament begins. Here, PLTOFF Richard Raven photographs RNZAFC team Captain CPL Richard O’Flaherty with Sir Richard.

The crew, who combined the charity task with a training flight, were LTCDR John Barker (—Observer) and, at left, CPOHCM Nathan Tamihana & LTCDR John Stanton (Pilot). Photo: North Shore Times

Vale. FGOFF Arthur Brian ‘Artie’ Shaw died in January in Christchurch, 91 years old. He was accepted into the RNZAF in 1943 and trained in Tiger Moths at Harewood, Harvars at Woodbourne, and Kittyhawks at Ardmore. He was a founding member of No. 22 Sqn RNZAF, which formed in August 1944, flying Corsairs. In three tours he flew 124 operational missions. As one of the last of our Kittyhawk pilots, he took a close interest in the restoration of the Museum’s P-40. The photo was taken in August last year after the aircraft’s restoration was completed.
Reaching Kiwis

SUMMER AIR SHOW

A long queue to gain entry into the Hercules

The Seasprite passes over the Warbirds’ C-47 (in post-war RNZAF markings) and the 42 Sqn Beech King Air

The Hercules lands after dropping the Kiwi Blue team

The Seasprite attracts attention
Despite our ongoing training commitments and continual operational tasks, the RNZAF sees the summer air shows as an effective way to reach the public and let New Zealanders see what our Air Force does. As Air Force News went to print a small RNZAF contingent from Ohakea was at Napier for the distinctive Art Deco Weekend.

NELSON

The Nelson Airport Community Day on 30 November was 75 years to the day when Cook Strait Airways flew the first commercial passenger flight from Nelson. The Community Day was attended by some 10,000 people. However, the weather was overcast with a strong wind, preventing some of the classic Warbirds arriving, so the only flying display was by an RNZAF Airtrainer.

Commemorating the region’s aviation history, Richard Waugh and Graeme McConnell launched their new book The Story of Nelson Aviation at the Airport Community Day.

TAURANGA

The Classics of the Sky Tauranga City Air Show on 25 – 26 January included an Air Force contingent led by a 40 Sqn Hercules with a 5 Sqn Orion and a 6 Sqn Seasprite, along with a Beech 200 King Air and the Kiwi Blue parachute jump team. No. 209 Sqn provided ground security and some public ground displays as well.

The practice day benefited from fine weather, but the main show day was limited by threatening weather and a low ceiling. The displays on the Sunday were rated as “very good, given that the conditions were challenging...” The visiting WWI aircraft proved a special feature, and the aviation museum lined its aircraft up for the public while some of the hangars were also open.

Both days began with displays from the RNZAF Kiwi Blue Parachute Display Team, which jumped from our Hercules. This was also the first visit to this air show by an Orion. Pacific Wings magazine reported ‘There were long queues of people all weekend wanting to see through the aircraft and talk to RNZAF personnel.’

WANAKA

Over Easter, Warbirds over Wanaka is offering barrage balloons, WWI fighters, search lights, music and ground re-enactors in a free public WWI centenary commemoration on the Friday evening preceding the main air show.

Air Show Convenor Ed Taylor explains that the Great War “Broke out not long after the invention of aircraft so at the start of the war it was very basic. But soon designers and engineers scrambled to improve their aircraft, fast-tracking the development of aviation in general. New Zealand pilots flew in the conflict alongside their British counterparts.” The centenary event is part-funded by the Lotteries Commission WWI Commemoration Fund.

Our Air Force is planning to contribute UH-1H flying and static displays, SH-2G and NH90 flying displays, A109 and C-130 static displays, plus the Kiwi Blue Parachute Team. In addition, 209 Sqn will provide a ground display of Air Force expeditionary capabilities.

The Armee de l’Aire (French Air Force) will also be represented this year by a CASA CN-235-300 tactical transport and the RAAF is to send two Hawk jet trainers.

The air show’s headline act will feature three Aero L-29s, two DH Vampires and an Aero L-39 in high speed low level jet racing. Of course the ‘heavy metal’ from WW II 70 years ago is the mainstay of Warbirds Over Wanaka; this year two Spitfires, the FG-1D Corsair, a Curtiss P-40E Kittyhawk, the sleek P-51D Mustang, a Yakolev Yak 3, the mighty Grumman Avenger and the restored Avro Anson Mk1 are due to take part.

The RNZAF Orion open to the public at Tauranga as a WWI dogfight swirls overhead

The ‘Roaring 40s’ with their venerable Harvards
The Chief of Air Force Commendation is awarded to personnel of all ranks or civilian employees of the RNZAF for outstanding zeal and devotion to duty. During last year AVM Stockwell presented his commendation to two of our personnel.

Throughout the lengthy project, FLTLT Hardey maintained an outstanding attitude and work ethic, continually putting the project before his own personal needs. As a Junior Officer on the project team, he showed good leadership to maintain morale over the long duration of the project by actively organising out-of-hours activities.

On return to NZ, FLTLT Hardey was qualified as an Operational Instructor in order to assist the Project QFI with instructional duties. An injury to the Project QFI early in the flying phase resulted in FLTLT Hardey assuming sole responsibility for P-3K2 Transition Course pilot instruction. Despite no previous instructional experience, and with a new instructional syllabus, FLTLT Hardey excelled in this new role and consolidated five Orion pilots to the required standard without incident.

Both QFIs on the Transition Course favourably commented on FLTLT Hardey’s instructional skill and airmanship. His zeal and commitment to the project was directly responsible for the successful outcome of the inaugural P-3K2 transition course.

Throughout the project FLTLT Hardey has shown great resilience, humility and integrity, and has accepted that his career progression would be secondary to the needs of the project and the Air Force.

Corporal Vaughan Towers was awarded the Chief of Air Force Commendation for his significant contribution to the successful acceptance and Introduction Into Service of the Ground Logistics Information Management System (GLIMS), as part of the NH90 project.

CPL Towers joined the RNZAF in 2004 and trained as an Aviation Technician (AVTECH). Subsequently he was selected as a member of the NH90 Resident Training Team to undertake NH90 Original Equipment Manufacturer training in France. On his return to NZ in November 2010 he was posted to the Helicopter Transition Unit (HTU) as an NH90 Maintenance Section member.

CPL Towers was then tasked to assist the NH90 Resident Project Team with acceptance activities for the Ground Logistics Information Management System (GLIMS). GLIMS
Air Force News 23

is a system used for processing downloaded Maintenance and Diagnostic System (MDS) data from the NH90s and the system is now the primary source of data for airworthiness and maintenance management purposes.

CPL Towers returned to France on two occasions for GLIMS contractual acceptance work. He developed a very good working relationship with the AgustaWestland GLIMS contractor, which is commendable given the foreign environment. CPL Towers’ impressive ability to analyse and synthesise information enabled him to identify and assess the potential implications of software bugs and raise issues as appropriate. His efforts during the GLIMS acceptance activities ensured system shortfalls were identified during this process, and not later, during flying operations.

The GLIMS has been utilised in the RNZAF since December 2012 and CPL Towers has played a pivotal role introducing this major support system. Initially he spent two weeks with the AW GLIMS contractor to set up hardware, create aircraft in the system and load all previous MDS data, in addition to completing final acceptance test serials. CPL Towers identified a number of software discrepancies during this final testing and after reporting these, developed a number of interim solutions until the issues were resolved by the equipment manufacturer. His ability to self-teach, problem-solve and present workable solutions to discrepancies, has been exceptional.

CPL Towers took it upon himself to develop a comprehensive set of GLIMS Standard Operating Procedures (SOPs) and applies a continuous improvement approach to these. Due to the long delivery of GLIMS since the original training on GLIMS, CPL Towers delivered re-familiarisation training to the HTU NH90 maintenance section. The GLIMS SOPs, training and his on-the-job training efforts have enabled the transfer of knowledge to the NH90 maintenance section and the successful introduction of GLIMS.

CPL Towers has demonstrated exceptional work outputs over a diverse range of work streams during the GLIMS IIS effort. He effectively completed all of this work in relative isolation with minimal supervision or management oversight. He has demonstrated outstanding ability, initiative and dedication throughout and has provided immense value to the RNZAF. CPL Towers’ attitude is exemplary and he is an excellent role model for the Avionics trade.

CPL Vaughan Towers accepts his Commendation

Model AN-M8 Signal Pistol recovered from the wreckage of No. 25 Sqn RNZAF Douglas SBD-4 Dauntless NZ5037. While the metal barrel is badly corroded, the pistol’s Bakelite handle is virtually intact.

These single shot double action pistols were designed to fire red, green and yellow illumination flares and were stored in a cartridge container in the left hand side of the gunner’s cockpit in the Dauntless.

NZ5037 crashed in jungle on Espiritu Santo Island in the New Hebrides (Vanuatu) on 11 February 1944. An extensive search was made at the time, but no trace was found of the aircraft or its crew, pilot Flying Officer Alexander Moore of Dunedin and wireless operator/air gunner Flight Sergeant John Keith Munro of Balclutha.

The wreck was discovered in 1987 and recovered from the site by No. 3 Squadron RNZAF. No trace of the crew was found; it is presumed that they bailed out in the air, but did not survive. They are commemorated on the Bourail memorial in New Caledonia.

On its return to New Zealand, NZ5037 was gifted to the RNZAF Museum at Wigram and was delivered by a 40 Sqn Hercules in April 1989.

Of note SBD-5 NZ5062 (c/n 2883 Bu28536) survived operations. It was returned to the US in 1944 and used for training. Acquired by MGM studios as a wind machine, the aircraft was used for cockpit scenes in the movie ‘Midway’. It was restored to flying condition, in US markings, by the Planes of Fame–Air Museum in Chino, California, where it remains in their collection.

Air Force Museum of New Zealand

OBJECT OF THE MONTH

By Michelle Sim

Archives Technician, Air Force Museum

1991/063.1 SIGNAL PISTOL FROM DAUNTLESS NZ5037

Model AN-M8 Signal Pistol From Dauntless NZ5037

1991/063.1 SIGNAL PISTOL FROM DAUNTLESS NZ5037

By Michelle Sim

Archives Technician, Air Force Museum

1991/063.1 SIGNAL PISTOL FROM DAUNTLESS NZ5037

Model AN-M8 Signal Pistol recovered from the wreckage of No. 25 Sqn RNZAF Douglas SBD-4 Dauntless NZ5037. While the metal barrel is badly corroded, the pistol’s Bakelite handle is virtually intact.

These single shot double action pistols were designed to fire red, green and yellow illumination flares and were stored in a cartridge container in the left hand side of the gunner’s cockpit in the Dauntless.

NZ5037 crashed in jungle on Espiritu Santo Island in the New Hebrides (Vanuatu) on 11 February 1944. An extensive search was made at the time, but no trace was found of the aircraft or its crew, pilot Flying Officer Alexander Moore of Dunedin and wireless operator/air gunner Flight Sergeant John Keith Munro of Balclutha.

The wreck was discovered in 1987 and recovered from the site by No. 3 Squadron RNZAF. No trace of the crew was found; it is presumed that they bailed out in the air, but did not survive. They are commemorated on the Bourail memorial in New Caledonia.

On its return to New Zealand, NZ5037 was gifted to the RNZAF Museum at Wigram and was delivered by a 40 Sqn Hercules in April 1989.

Of note SBD-5 NZ5062 (c/n 2883 Bu28536) survived operations. It was returned to the US in 1944 and used for training. Acquired by MGM studios as a wind machine, the aircraft was used for cockpit scenes in the movie ‘Midway’. It was restored to flying condition, in US markings, by the Planes of Fame–Air Museum in Chino, California, where it remains in their collection.
Maritime Helicopter Force

SEASPRITE REPLACEMENT PROJECT UNDER WAY

By Peter Lowen, MHCP Project Manager

The Maritime Helicopter Capability Project (MHCP) provides for the purchase of eight SH-2G(I) Seasprite helicopters, plus two spare aircraft, to replace the five SH-2G(NZ) Seasprites currently in service at No.6 Squadron in Auckland. The contract to deliver the helicopters, complete with a full mission flight simulator, training and spares, was signed with Kaman Aerospace in May 2013 (see Air Force News 147). All aircraft are undergoing a regeneration inspection and modification programme before acceptance and delivery to New Zealand in late 2014/early 2015. New Zealand-based activities in support of the MHCP include the construction of ground

No. 6 Sqn held a naval-style Clear Lower Deck in the Squadron’s hangar at Base Auckland on… date. With the integral joint make-up of the unit, they mix the appropriate traditions and customs of both the RNZAF and the RNZN, and the ‘Clear Lower Deck’ musters all personnel before the CO.

At that event, FGOFF Shaun Kradolfer was awarded his commissioning parchment; Shaun has been at the Squadron for the past six months since his Initial Officer Training and before his Engineering Officer’s course begins. The highlight of his time with 6 Sqn was the annual deployment to Woodbourne for mountain flying operations last October.

LT Sam Fox was awarded his Defence Service medal (three year service). Sam is a young Observer who started his SH-2G(NZ) conversion late last year and it is anticipated he will qualify and deploy to sea later this year.

LTCDR John Stanton was awarded his 1000 flying hour Seasprite plaque on behalf of Kaman helicopters. John reached this milestone on earlier last year, during an annual assessment sortie with other pilots. John now has a total of over 1300hrs on the SH-2G(NZ).
F/S Hart wins Te Rapa trophy

The 2014 recipient of the Te Rapa Trophy is F/S Graham Hart. Based at Ohakea, F/S Hart is the Component Control Manager for the NH90, a role that sees him coordinate all aspects of supply for the new helicopters, from servicing to repairs and purchasing spare parts. He was presented with the Te Rapa Trophy on 12 February by Commander Logistics BRIG Charlie Lott.

The Te Rapa Trophy was instigated in 2008, but was last awarded in 2009, to recognise exemplary performance within the supply specialisation by uniformed personnel. The award is named the Te Rapa Trophy in recognition of the former RNZAF stores depot, near Hamilton, that for many years was central to the RNZAF’s supply system.

Winning the trophy came as a complete surprise to F/S Hart, who was on leave at the time.

“My manager called me and told me I had won, I had no idea I was even in the running as the whole process had been done through my command chain. I was a little bit embarrassed to be honest when I found out. For me the award isn’t about recognising my success, it is acknowledging my team as I feel it really is a team effort. I’m very proud of my team and the work we do for RNZAF”, says F/S Hart.

Being the 2014 recipient also has special meaning for F/S Hart, who is now the last person from his junior trade training course still serving in RNZAF.

“I joined up in the Supply trade and I’ve had a great career so far with the Air Force. One of the best things about my job is the interaction you get to have across the broad spectrum of the trades and people who keep our helicopters flying. I work closely with Mr Tony Wills and this trophy is as much recognition of his work as it is of mine”.

The Te Rapa Trophy winner is decided by a panel consisting of the people in these roles: COMSW (OH), COMSW (AK), Business Support Commander in Logistics Air and a senior supply specialist. This year the panel received a high number of outstanding nominees, which reflects not only the status of the trophy but shows our Air Force team’s commitment to delivering the best service possible.

F/S Hart joined RNZAF in 1995 and has been based at Ohakea since 2006. Prior to his current role with NH90 helicopters he was involved in the introduction to service for the A109.
24 March marks the 70th anniversary of the Great Escape from the Nazi prisoner of war camp, Stalag Luft III, during WWII. It was the largest prisoner of war break-out ever attempted. The ‘Great Escape’ was unprecedented in its organisation and scale, taking over 750 airmen more than a year to prepare, but it is now remembered for its brutal, tragic outcome.

STALAG LUFT III

Stalag Luft III was a prisoner of war camp for Allied airmen run by the Luftwaffe near Sagan, then within Germany, southeast of Berlin. At its peak, over 10,000 prisoners from the Royal Air Force (RAF), United States Army Air Forces (USAAF), and other Allied Air Forces (including 152 New Zealanders), were held there.

PREPARATIONS

While there had been many individual escape attempts from Stalag Luft III, including the famous ‘Wooden Horse’ escape, during 1943 a daring plan was hatched in the British sector of the camp for a mass break-out.

The mastermind was an RAF pilot, SqnLdr Roger Bushell, who became known as “Big X”. Bushell had three tunnels (codenamed ‘Tom’, ‘Dick’ and ‘Harry’) dug simultaneously, to ensure that if one was discovered, there would be two more to fall back on. A Canadian prisoner, Wally Floody, had worked as a mining engineer before the War, and provided his vital tunnelling expertise for the project. He ensured that the tunnels were dug straight and level to minimise the danger of collapse. [A 2011 archaeological dig at the site found the sandy soil to be very difficult to tunnel through, constantly collapsing.]

Prisoners not involved in the tunnel digging helped create forged documents or make escape clothing, while others disposed of sand dug out from the tunnels by hiding it in pouches in their trousers, and covertly releasing them over one of the camp’s gardens. These men became known as “Penguins”, due to the way they shuffled around with their hands in their pockets.

THE ESCAPE

The Germans discovered and destroyed ‘Tom’ in mid-March 1944, and ‘Dick’ became unusable when a new compound was built over its planned exit point. Because the camp guards were still suspicious and continuing their investigations into a potential escape, it was decided to go ahead and use “Harry” on the night of 24-25 March, despite the severe cold and snow lying on the ground.

Those prisoners who had been involved in the project had their names drawn out of a hat to decide who would take part in the escape. A total of 240 men were equipped with maps, compasses, and clothing. The first ten out of the tunnel were given forged papers to enable them to travel by train. ‘Harry’s’ entrance was under a stove in Hut 104, and ran under the British North Compound, exiting just beyond the camp perimeter wire—but just short of a stand of trees. One by one, the chosen prisoners escaped through the tunnel and dispersed into the darkness, until a German guard stumbled across the exit hole. He let off a shot with his rifle, signalling the discovery and putting an end to the escape. Those still...
A diagram of the escape tunnel.

1. HEATING STOVE ON TRAP DOOR.
2. ENTRANCE SHAFT.
3. SAND DISPERSEL CHAMBER.
4. WORKSHOP.
5. SANDBAGS FROM TROLLIES.
6. AIR PUMP.
7. AIR PIPELINE BURIED UNDER TUNNEL FLOOR.
8. TUNNELER TOWED ON TROLLEY.
9. RAILWAY LINES.
10. HALF WAY HOUSE (PICADILLY).
11. HALF WAY HOUSE (LEICESTER SQUARE).
12. EXIT SHAFT.
13. GUARD BOX.
14. PRISON WITHIN THE COMPOUND.
15. HOSPITAL BLOCK.
16. SUNKEN ANTI-TUNNELLING MICROWAVES.
17. WARNING WIRE.

Prisoners at a mess table in the WWII prisoner of war camp.
Photos: Air Force Museum of NZ
in the tunnel rapidly backtracked into the hut where a frantic attempt was made to destroy as much evidence of the escape plans as possible.

**THE AFTERMATH**

Such a large-scale escape involving so many prisoners, sent the German High Command into an uproar. The Camp Commandant was relieved of his duty for allowing such an escape to occur in his camp. The prisoners found to have been involved were thrown into solitary confinement, while a massive search began for the 76 who had successfully made the break for freedom. In fact only three, two Norwegians and a Dutchman, succeeded in making it to freedom.

Adolf Hitler ordered Heinrich Himmler, head of the Gestapo, to have more than half the escaped prisoners executed. Of the 73 prisoners recaptured in the following days, a total of 50 were shot, mostly alone or in pairs. Among those killed was the master planner, ‘Big X’, Roger Bushell. Of the remaining escapers, 15 returned to Stalag Luft III, several went to other prisoner of war camps, and four were sent to Sachsenhausen concentration camp.

The bravery and courage of the men involved in this escape was later immortalised in the book *The Great Escape* by Paul Brickhill (1951), and the 1963 Hollywood movie of the same name.

---

**NEW ZEALANDERS IN THE GREAT ESCAPE**

There were five New Zealand airmen who directly participated in the Great Escape.

FLT Lt Michael ‘Mick’ Shand DFC, and SQNLDR Leonard Trent DFC (later VC), were numbers 78 and 79 through the tunnel respectively. Shand managed to escape into the forest, before being captured by the Gestapo a few days later and brought back to Stalag Luft III.

Trent experienced the end of the escape first-hand. He had just crawled out of the tunnel exit and was lying on his stomach in the freezing snow when a German guard approached. Not noticing Trent in the darkness, the guard was about to relieve himself when he noticed the tunnel in front of him. He let off the signal shot with his rifle and Trent immediately leapt up shouting “Nicht schießen!” (“Don’t shoot!”).

He was captured on the spot, and taken back inside the camp gates, where he was sentenced to three weeks’ solitary confinement on starvation rations.

FLT Lt Arnold George Christensen, FgOff Porokoru Patapu ‘Johnny’ Pohe and SQNLDR John Edwin Ashley Williams DFC, had all escaped before Trent, and managed to evade capture for several days before being discovered and arrested south of Sagan. These three New Zealanders were among the 50 Allied airmen shot by the Gestapo following the escape.

FLT Lt Arnold Christensen, seen in a photo while under training before leaving NZ

SQNLDR John Williams DFC

FGOFF Porokoru Pohe, as a Sergeant

---

**SUGGESTED READING**

*The Great Escaper: The life and death of Roger Bushell*
By Simon Pearson, Hodder & Stoughton, UK. 2013

*The Real Great Escape*
By Guy Walters; Bantam Press, London. 2013

*The Great Escape: the full dramatic story*
By Anton Gill; Review, London. 2002

*Stalag Luft III: the secret story*
By Arthur Durand, Patrick Stephens, UK. 1989

*Straight and Level* [Chapter XII]
By ACM ‘Bing’ Cross with Prof. Vincent Orange; Grub Street, London. 1993

---

Our Heritage
At Defence Dental Services, we provide our uniformed Service men and women with oral health education and advice so that you can take control over the health of your teeth and gums (oral health). We treat any dental problems or issues that come up, offering advice for future prevention, and get you back to deployment level fitness.

But, prevention is better than cure! And you’re in control of looking after your teeth and gums to be fit and healthy, ready for deployment. It’s up to you; don’t let your unit down and be left behind when they deployed. Using the advice, educational resources and training provided by Dental Services, take control over your own health, ensure your deployment fitness and protect your lovely smile.

Most dental health problems are preventable

By following four simple steps you will be giving your teeth and gums the best possible protection against decay and disease:

• Brush your teeth twice a day (morning and night) with a soft brush and fluoride toothpaste
• Floss regularly
• Chew sugar free gum for 20 minutes after eating/drinking (chewing increases saliva, neutralises acid and reduces bacterial growth)
• Get your Check up at the dentist annually.

Food particles and bacteria build up on your teeth. The bacteria feed on the sugars and produce acid which dissolves the enamel on your teeth. Brushing removes the build up of food and bacteria (plaque) from the surfaces of your teeth and flossing removes the debris that the brush can’t get to in between the teeth and around the gum area. Your saliva naturally neutralises this acid, but it takes up to an hour.

Every time you eat/drink the acid cycle begins again. So reduce your snacking and don’t sip your drinks. Chewing gum helps protect the teeth, by not only neutralising acid but providing minerals that your teeth need to repair themselves and strengthen enamel, just the same as is present in your saliva so they work together to protect your teeth.

It’s a balancing act between ‘after eating/drinking acidity’ where teeth lose minerals and dissolve enamel, and neutralised acidity enabling teeth to put back minerals and strengthen enamel, reducing the chance of decay. The more sugar, snacking and drinking the longer the periods of acidity and potential for damage to the teeth, which can lead to decay, cavities, and—if left untreated—can eventually become gum disease with the potential to lose teeth.

So remember—Brush, Floss, Chew, Check! Maintain that healthy smile, look after your teeth, and feel healthy—it’s up to you!
CADETS CELEBRATE

To mark the 150th Anniversary of NZ Cadet Forces, a five day national exercise, CADET150, was held at Waiouru, to gather cadets from the three Corps across the nation, build friendships, and recognise the contribution that Cadet Forces have made to the wider New Zealand community over the years.

The joint exercise during the summer school holidays included activities such as archery, flying, mountain biking, orienteering, sailing, shooting and tramping. The 1156 cadets, including 120 from Australia and Canada, were divided into platoons of 40, to undertake the various activities on offer. The aviation ‘stream’ each attended a full day’s flying briefing and air experience at Ohakea, while other groups of cadets underwent the Tongariro mountain crossing, or the ‘sea’ experience with Navy RHIBs, Crown sailing dinghys, kayaks and raft-building on Lake Moawhango. Other activities included tackling the Army confidence course, first-aid training and a visit to the National Army Museum.

FGOFF Gordon Gilligan, who led a group of nine Dargaville ATC cadets to the exercise, said “We learnt a lot about the extremes of high altitude. From freezing temperatures in the morning to getting sunburnt in the afternoon, it was a harsh climate. [Waiouru is at 800m altitude]. But they had a blast... there was a lot of physical activity involved, they didn’t waste any time,” he remarked, after the event. The ATC builds leadership, FG OFF Gilligan emphasised. “[The Cadet exercise] built their confidence and took them out of their comfort zone.”

From the other end of the country, the Alexandra ATC Squadron sent 11 cadets. Their Cadet W/O, Aidan Smith, was selected to be the Exercise Warrant Officer, who commanded the final, Vice-Regal, parade, with all 1200 cadets under his command. The Governor-General reviewed the final parade on 29 January.

Cadet W/O Smith describes the whole exercise as “the most rewarding challenge in my life so far. As the Exercise Warrant
Officer for Cadet150 I was responsible for all Cadets on this Exercise and this gave me a special insight into their individual experiences.

“This Exercise had all the cadets going through a 4-day training cycle. The wide range of activities caught some cadets by surprise, and most cadets were exposed to at least some activities that they had never experienced before, which made it even more so rewarding for them.

“Talking to many of the cadets throughout and after the whole exercise, it was easy to see that Cadet150 had been the best part of their Cadet Forces experience and - for some – the best experience of their lives so far. Being exposed to all the activities and to the large number of experienced and friendly NZCF and NZDF personnel, gave the cadets fresh motivation and great stories to tell their friends, family and other cadets back home.

“The most memorable moment for me was on the final parade, looking out and seeing the full muster of nearly 1200 cadets in formation and awaiting my command. It was with a feeling of pride and achievement; we as a planning team had delivered an exercise that was a once-in-a-lifetime event. It is a moment I will never forget.

“What further made this exercise so memorable to us all, was the encouragement and thoughtfulness shown by all NZCF officers towards the cadets. As volunteers, they delivered the extra effort that made this exercise so rewarding for the cadets.

“On behalf of all cadets on the exercise I would like to publicly recognise the effort that the NZCF officers put in, to give us cadets the experiences, the opportunities and the chance to make new friends – all this will stay with us forever.

THE ORIGINS

The New Zealand Cadet Forces’ origin was in 1864 when a school cadet unit was formed in Dunedin. The first Sea Cadet Unit was formed in 1929 and the ATC was founded in 1941 in Wellington. In wartime the ATC was intended as an integral part of the training system for young men entering the RNZAF; however, after the War it maintained its popularity and today is the biggest of the three cadet corps.
The RNZAF won the Bill Morley Cup for the 14th time, after winning this year’s Inter-Services’ cricket tournament. As a morale booster at the start of the tournament, our Cricket team also won the Madsen Cup from the RAAF for the first time, with a commanding victory.

The format was 50-over matches, played at Blenheim, with the tournament hosted by RNZAF base Woodbourne.

**THE MADSEN CUP** (Tuesday)
RNZAF batted first and after a slow start reached 254/8.
- Mason Robinson 70,
- Simon Mathewson a run a ball for 69, and
- Richard O’Flaherty 36.
RAAF made 198 with Kim Bevins bowling 2/22 and Mike Jeffcoat 2/27.

**ARMY VS NAVY**
NZ Army 218, beat Navy 166.

**RNZAF VS NAVY** (Wednesday)
- Simon Mathewson, 46,
- Kim Bevins, 37,
- Mason Robinson with 47.
In reply Navy were all out for 105; with Kim Bevins rounding out a solid match with 3/14 and Mike Jeffcoat 2/15.

**RAAF VS ARMY**
RAAF made 248; in reply, despite good scores by three batsmen, Army were all out for 199.

**RNZAF VS ARMY FOR THE FINAL** (Thursday)
RNZAF retained the ‘Bill Morley Cup’ (NZDF Inter-services champs) for the 14th consecutive time with an exciting win over Army. RNZAF batsmen made an imposing 270:
- Adrian West 35,
- M Robinson 30,
- K Bevins 34 &
- M Bowyer 56.

Despite a great captain’s knock by Lorimer for 95, Army were all out for 241. Our bowling: Jeffcoat 2/35, R. Raven 1/28, C. Turkington 3/63 & O’Flaherty 2/36

In the consolation match, RAAF beat Navy.

An NZDF XI was chosen and played two 50-over matches against the RAAF, before our Aussie cousins returned across the ditch.

---

**Above:** The 2014 RNZAF Squad with Sir Richard Hadlee (L–R): SGT Darren Grant (coach), Mr Merven Parr (OIC RNZAF Cricket), CPL Mike Jeffcoat, LAC Adrian West, SGT Kim Bevins (Vice Capt), SGT Mason Robinson, CPL Campbell Rose, CPL Richard O’Flaherty (Capt), PLTOFF Richard Raven, FOFF Simon Mathewson, SGT Chris Turkington, OCĐTU Blake De Raat, SGT Richard Vial, CPL Hamish Overton, F/S Derek Tidswell (Scorer), F/S Steve McCutcheon (Umpire) & F/S Peter Richardson (Manager).
The NZDF Cricket Squad. The RNZAF players selected were: CPL Richard O’Flaherty (Capt), SGT Kim Bevins, SGT Chris Turkington, SGT Richard Vial, SGT Mason Robinson, FGOFF Simon Mathewson, PLT/OFF Richard Raven, OCĐTU Blake De Raat, Mr Warwick Tempero (Umpire) and F/S Peter Richardson (Manager). Others in the Squad are: Army, PTE Ciaran Sellwood, PTE Caleb Bate, LCPL Phil Leilevre & SIG Craig Lawrie (Scorer); Navy, MID George Blackmore & LT Adam Flaws.

Army bowler LCPL Phil Leilevre bowls to SGT Mason Robinson with Army SGT Rory Lorimer as wicket keeper

The Services’ Cricket Captains with Sir Richard Hadlee, who was promoting the Cricket World Cup 2015 (L–R: POWT Roger Urbahn RNZN, CPL Richard O’Flaherty RNZAF, CPL Ricky Mase RAAF & SGT Rory Lorimer, NZ Army.

The RAAF bowling against the RNZAF: Umpire F/S Steve McCutcheon (RNZAF), Bowler Michael Douglas (RAAF), Batsman SGT Mason Robinson

SGT Mason Robinson at bat against the Army
**Notices**

**Tried Gliding? Now’s Your Chance…**

The Base Auckland Aviation Sports Club – Gliding Section would like to make the following offer to all NZDF personnel:

**Come for a trial flight for $75 to 2,000 ft and get a taste of true unpowered flight!**

A trial flight includes the entitlement to six further flights at club rates, which are $12.50 per 500 ft tow and $1 per minute glider hire.

If the bug bites, join our Club for only $250, which covers your membership fee, affiliation with Gliding New Zealand, an annual subscription to NZ Soaring Magazine and insurance. Thereafter, it is unlimited flying at club rates. Instruction is provided by volunteer qualified instructors and is free of charge.

The Club has a two-seat glider and two single-seaters, so you don’t have to commit to buying your own (until you get really serious about the sport!) Once you learn to fly gliders solo, soar for hours, fly huge distances, see exceptional sights—the sky is the limit!

**Where?** At the Green hangar at the corner of Waimarie and Punga Road on the other side of Whenuapai Air Base. We operate most weekends – weather and military movements permitting.

**Contact:** FLTLT Mike Ward (DTelN 399-7011) weekends - weather and military movements permitting.

[See our weekly newsletter: http://www.ascgliding.org/WarmAir/page15.htm](http://www.ascgliding.org/WarmAir/page15.htm)

**Reunion**

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

25, 26 & 27 April 2014

RNZAF Base Wigram—Air Force Museum, Christchurch

Open to all Officer Cadets who passed through No. 2 Officers Mess, Wigram some 30 years ago. The main event will be a Dinner 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

**Laucala Bay Personnel**

Expressions of interest are invited from all personnel who were stationed at Laucala Bay, Suva, Fiji.

It is envisaged that the reunion will be held in Blenheim in February-March 2015.

**If you are interested, please register your name with:**

Mary Barnes: mellen1@xtra.co.nz, or
Terry Pullman: Stamper1@clear.net.nz

**Current and previous 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. If you are interested in joining, head to the website and fill out the online registration form at www.5sqnassn.org.nz

---

**Douglas SBD Dauntless**

The Douglas SBD Dauntless is indelibly associated with the Battle of Midway (June 1942) when the US Navy dive bombers sank the Japanese carrier force and won the battle.

In 1938 the Douglas Company designed a carrier-based scout and dive bomber for the Navy and Marines. The new type entered service in 1940/41 (and was also adopted by the US Army Air Corps as the A-24 Banshee). The RNZAF and the French Air Force (in 1944-45) also used the Dauntless in combat.

During 1942 the Americans agreed to include New Zealand in their supply chain and the RNZAF’s operational squadrons came under American command in the South Pacific. The Solomons campaign was in full swing and it was planned that four RNZAF squadrons would fly the Dauntless for the expected assault on Japanese-occupied Rabaul.

In July 1943 No 25 Sqn RNZAF was formed to fly the ‘Slow But Deadly’ Dauntless. They took over ex-USMC SBD-3s (with inevitable maintenance challenges) and began training. Before deploying into theatre, the Squadron flew a formation of 18 Dauntlesses over Auckland in January 1944.

No. 25 Servicing Unit was sent forward to the New Hebrides (Vanuatu) first, then the aircrew were flown into theatre to pick up new SBD-5 models (NZ5046-NZ5063). In March, the ‘groundies’ again went forward, to Piva on Bougainville where the Allies had a foothold. During 22/23 March the Squadron flew in, via Guadalcanal. On the 24th they carried out their first operational sorties, against a Japanese attack on the Allies’ perimeter. The ground crews were able to watch their aircraft take off and carry out their dive bombing sorties.

Once the perimeter was secure, the role of 25 Sqn was to join in strikes on Rabaul, usually in company with the Avengers of 30 Sqn RNZAF. The Dauntlesses suppressed gun positions, while the Avengers attacked airfield runways. 25 SU provided 12 serviceable aircraft each day from the average strength of 15.

From 27 March – 17 May the Squadron completed 29 operations. They lost 8 aircraft; two while training and six on operations, with 8 aircrew killed and one who died as a POW. After completing an eight-week tour, 25 Sqn returned to NZ (handing their remaining aircraft back to the Marines).

Meanwhile, the top-level decision was made to bypass Rabaul—so no more RNZAF dive bomber squadrons were formed. No. 25 Sqn disbanded on 19 June 1944 (it would reform in October as a fighter unit).

The final version of the Dauntless was the SBD-6. Overall 5,936 Dauntlesses were built, with production ending in July 1944. The type’s last major battle in USN service was the Battle of the Philippine Sea (June 1944).
# Douglas SBD-5 Dauntless: Tech Specs

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew</td>
<td>2</td>
</tr>
<tr>
<td>Wing Span</td>
<td>41ft 6in (12.65m)</td>
</tr>
<tr>
<td>Length</td>
<td>33ft (10.06m)</td>
</tr>
<tr>
<td>Height</td>
<td>12ft 11in (3.94m)</td>
</tr>
<tr>
<td>Max weight</td>
<td>10,700lb (4,853kg)</td>
</tr>
<tr>
<td>Power Plant</td>
<td>1,200 hp Wright Cyclone R-1820-60</td>
</tr>
<tr>
<td>Max speed</td>
<td>255 mph (408km/h)</td>
</tr>
<tr>
<td>Range</td>
<td>1115 miles (1795 km)</td>
</tr>
<tr>
<td>Armament</td>
<td>Two fixed 0.5” mg</td>
</tr>
<tr>
<td></td>
<td>Twin 0.30” mg for rear gunner</td>
</tr>
<tr>
<td>Bombs</td>
<td>1 x 1600 lbs (725kg) under fuselage</td>
</tr>
<tr>
<td></td>
<td>2 x 325lbs 9147.5kg) under wings</td>
</tr>
</tbody>
</table>

Photo: Air Force Museum of New Zealand
International Airshow
25th Anniversary
1988 - 2013
Wanaka Airport • New Zealand
Easter Weekend » April 2014
Friday 18 • Saturday 19 • Sunday 20
WWW.WarBirdsOverWanaka.com