THE SEARCH FOR MH370

SUMMER IN THE FREEZER
UN OBSERVER ON THE GOLAN
PALMERSTON NORTH BOYS’ HIGH
Honouring the past—preparing for the future

Our mission
To carry out military air operations to advance New Zealand’s security interests with professionalism, integrity and teamwork.

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

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• photos provided separate from the text – at least 300dpi.

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CPL JESSE LIDDICOAT LOOKS OUT THROUGH THE OBSERVATION WINDOW OF RNZAF ORION NZ4204 DURING A SORTIE OVER THE INDIAN OCEAN SEARCHING FOR ANY SIGNS OF MISSING MALAYSIA AIRLINES FLIGHT MH370. SEE STORY ON PAGE 6.

PHOTO: REUTERS AUSTRALIA; JASON REED.
Over the past several weeks as I’ve visited our Air Force locations and spoken to many of our people on my farewell visits, I’ve reflected on what makes us the successful organisation that we are today.

While we rely heavily on equipment and technology as key parts of our capability, the essence of the RNZAF is still based on the Māori proverb “He aha te mea nui o te ao? He tangata! He tangata! He tangata!”

“What is the most important thing in the world? It is people! It is people! It is people!”

From the new recruits who have recently walked through the gates at Woodbourne, through to the many long-serving and senior people spread across the Air Force, we are blessed with talented individuals who daily demonstrate our key values of professionalism, teamwork, discipline and integrity. In doing this and combining these attributes with skill, knowledge and experience, we are able to provide the excellent service to the Government and people of New Zealand that we are renowned for.

This legacy of excellence has been hard-won by many generations and so it is up to the current and future generations of Air Force personnel to uphold the high standards of service and allegiance that underpin the role of the military in our society. In achieving this, we must remember the pathway created by our history and traditions that will continue to guide the journey ahead.

Now at the end of my career and as I look back over my 41 years in the RNZAF, while there has been remarkable change over that period in the platforms and systems that we operate, the strong culture that pervades all that we do—built on a solid values-based foundation—remains the heartbeat that drives our success.

This culture is something that needs to be carefully nurtured because it provides the substance that ensures we are resilient in the face of change and challenge, but can also deliver the safe, effective and successful military air operations that are expected of us.

‘... the strong culture that pervades all that we do... remains the heartbeat that drives our success.’

To all of those people that I have worked with across the RNZAF, the wider Defence Force, and the many other organisations that I have dealt with, I offer my sincere thanks for your unwavering support, hard work, and encouragement. I will always treasure my time in the Air Force because of the friendships I take away from it, and the sense of pride that I will constantly feel for what the RNZAF does for New Zealand. We really do live by our motto Per Ardua Ad Astra, and we are “New Zealand’s Air Force; Ready, Resilient and Respected”.

So farewell, and my best wishes for what I know will continue to be a very successful future for the RNZAF.
Briefings

CHANGE OF COMMAND IN EGYPT

On 04 March the Force Commander of the Multi-national Force and Observers in the Sinai, MAJGEN Warren Whiting, handed over command of the peacekeeping force to MAJGEN Denis Thompson, from Canada. MAJGEN Whiting was the second New Zealander to fill this role.

At the change of command ceremony, WGCDDR Guy Bendall RNZAF (the Military Assistant to MAJGEN Whiting) received a Certificate of Appreciation from the Director General of the MFO, Mr David Satterfield.

The second photo shows MAJGEN Whiting being presented with his Force Commander’s banner by his Military Assistant, WGCDDR Guy Bendall.

After the ceremony, MAJGEN Whiting and his wife, Dr. Diane Whiting, sat in one of the MFO vehicles which was towed off the MFO Memorial Square by soldiers of the Fijian Battalion.

CDF VISITS OHAKEA

On 19 March, the new Chief of Defence Force, LTGEN Tim Keating, visited Ohakea to see the current pilot training system and the Maintenance Support Squadron. As well he was briefed on plans for the new Pilot Training Capability.

LTGEN Keating also visited the new Air Movements Terminal, currently nearing completion, the Helicopter Synthetic Flight Trainer and the Helicopter Transition Unit. At HTU he was briefed on the RNZAF’s new helicopter capabilities, which were recently tested during Exercise SOUTHERN KATIPO.

As part of the visit, the Pilot Training Squadron took CDF formation flying over the Manawatu.

NH90 FLEET PASSES 1000 HOURS

On 25 March, WGCDDR Patch Nelson, of the Joint Project Office, reported that the NH90 fleet had achieved 1000 hours of flying in New Zealand. The new Medium Utility Helicopter, continues to meet its Introduction into service programme and is proving to be very capable and versatile.
**AWARD FOR WGCDDR WOON**

On 12 March in the United Arab Emirates, WGCDDR Leanne Woon was presented with a Commander Joint Task Force award recognizing her excellent performance in support of Coalition personnel while serving on Operation TROY from July 2013 to March 2014.

The Senior National Officer of the NZDF detachment, she worked tirelessly to ensure the NZDF team had an effective voice in professional and domestic matters with the host nation.

As well WGCDDR Woon saw the need for a social and professional network among female Defence personnel on base. The NZ team hosted coffee mornings which rapidly became popular as staff came to realise the value of this informal support. The Sisters in Arms initiative, a formal support and development forum for coalition women assigned to the Base, grew from that.

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**NEW CHIEF OF AIR FORCE**

The new Chief of Air Force is to be AIRCDRE Mike Yardley, who is promoted to Air Vice-Marshall and will take over from retiring AVM Peter Stockwell at a Change of Command parade at RNZAF Base Auckland on 30 April.

When the Chief of Defence Force announced the new appointment on 25 March, he also announced that AVM Kevin Short would move to the post of Vice Chief of Defence Force (VCDF) and that Brigadier Tim Gall was to be promoted and take on the role of Commander Joint Forces New Zealand (COMJF NZ) in place of AVM Short. AVM Short and BRIG Gall assumed their new roles on 31 March.

LTGEN Tim Keating, the CDF, said he looked forward to all three joining his senior leadership team.

“I am pleased these three have been selected to fill these vital roles. They all have proven track records, and will bring a wealth of experience to the Defence Force’s Senior Leadership Team. I’m looking forward to working with them.

“I would also like to thank AVM Peter Stockwell for the 41 years service he has given to the New Zealand Defence Force and wish him well in his new role.”

**AIR VICE–MARSHAL MIKE YARDLEY, DSD**

AVM Mike Yardley joined the RNZAF in 1981 and trained as a navigator. He filled a series of roles, predominately with No. 5 Sqn. In 1999 he was appointed Commanding Officer 5 Squadron.

In 2001 he was posted to USAF Air War College which he graduated from with a Master of Strategic Studies. He later attended the Royal College of Defence Studies (RCDS) in London.

In 2002 (then) WGCDDR Yardley was the initial project manager for the P-3 Systems Upgrade Project. He was awarded the Distinguished Service Decoration in 2007. AVM Yardley has held a number of key staff positions, including Chief of Staff Headquarters NZDF 2011-2013. He served as Air Component Commander, Joint Forces New Zealand, from May 2013 until this month.

Air Force News carried career details of AIRCDRE Yardley and AVM Short in Issue 146 April 2013 and an interview with AVM Short in Issue 147 May 2013.
On 08 March Malaysia Airlines Flight MH370 went missing. Initially, it seemed to be a straightforward search and rescue (SAR) mission in the South China Sea—however the SAR task quickly expanded, as Malaysia and the neighbouring countries found none of the expected signs of an air crash.

In the morning of 10 March our Government offered an RNZAF P-3K2 to assist the search effort. At Auckland, No. 5 Sqn had a P-3 Orion ready to depart for a Forum Fisheries Agency operation. The aircraft flew to Darwin, where it would be in position to undertake the FFA task, or continue to Malaysia to assist the search. That evening the Malaysians advised through diplomatic channels that they accepted New Zealand’s offer; the Commander Joint Forces NZ, AVM Kevin Short, then directed the Orion to deploy to Malaysia.

Our aircraft, now designated Kiwi Rescue 795 and commanded by SQNLDR Marcus Hogan, transited to Malaysia on 11 March. That day the Malaysian authorities learned of the radar track that was possibly Flight MH370 flying over the Straits of Malacca. KRC795 was directed to search an area near the Nicobar Islands.

The focus moved to the Straits of Malacca and the Bay of Bengal. New search areas were designated for the international fleet of search aircraft. The RMAF base at Butterworth is familiar to our Orion crews through their regular Five Power Defence Arrangements deployments. There, our aircraft was well placed to search the Bay of Bengal.

On 12 and 13 March the RNZAF crew searched in co-ordination with two RAAF AP-3C Orions. Diplomatic Clearances are necessary for military aircraft operations in foreign regions; at this point—given the rapid deployment of aircraft to assist the Malaysians—NZ had no diplomatic clearance to fly over Indian territorial waters, but did so for Thailand. The RAAF contingent were in the reverse position, so our P-3K2 searched near the Thai coastline, while the RAAF search was conducted towards India’s Nicobar Islands.

Each of these searches was lasting up to 10 hours, as the aircraft utilised its full range of sensors: radar, infra-red and, most importantly, visual search by the crew members.

By 14 March the search authorities assessed that the missing airliner may have flown for up to six hours after the last contact, so the search area expanded significantly. Our Orion was tasked to search the new area in coordination with the RAAF and USN.

Because of the uncertainty about what might be found—as
small as a life jacket or floating luggage, for example—the aircrew had to depend on visual search as their primary technique, with the Orion’s electronics as secondary sensors. That meant a narrow track spacing for the search legs, lengthening the time to cover the new areas.

On 15 and 16 March the technical data from MH370, previously transmitted via satellite, suggested the aircraft had flown longer than first thought. The new data generated arcs extending north and west, and south to the southern Indian Ocean. Our crew had rest days while the search authorities re-worked their plans.

The Malaysians arranged for the Australian authorities to take responsibility for the southern arc into the Indian Ocean. Commander Joint Forces NZ approved the RNZAF detachment to reposition to RAAF Pearce in Western Australia, to join the Australian-led search. During the transit south our crew searched along the ‘Ping Arc’: nothing was detected before they reached RAAF Pearce.

On 19 March our P-3K2 flew its first search 1300nm to the west of Perth. During this time, satellite photos indicated floating objects in the area of interest. From 20 March the new flying programme saw our crew fly a 10 – 11 hour mission one day, then have a rest day and continue that cycle, working alongside their Australian and American counterparts. They were soon joined by Japanese MSDF Orions and, in a first, two Chinese IL76 transports also arrived to join the search effort.

Early on 25 March, the Malaysian government announced that fresh analysis of satellite data confirmed the airliner had flown south; they stated it had crashed and all on board were presumed dead. None the less the aerial search continued, to support HMAS SUCCESS and other ships heading to the area. It was a sad and worrying time, and a challenging task. But the international cooperation underlines the value of all the regional military exercises the RNZAF has taken part in over many years.

At the time of writing, our Orion and crew had been operating for 15 days, flying 95.5 hours and searching an area of over one and half times the size of New Zealand.

AVM Yardley said that the detachment “has been superbly supported by the command and control elements of HQ JFNZ, the mission support elements of 485 Wing including 209 and 230 Sqs, and the maintenance organisations. The prompt processing of a stores release clearance for GPS drift buoys and diligent extension to servicing latitudes are examples of the great teamwork. Special kudos must go to the maintenance team of 5 Sqn who have toiled tirelessly ensuring NZ4204 was ready for each sortie.”
Operations

The frigate HMNZS TE MANA returned to New Zealand on 12 March after a seven month deployment working with coalition navies off the Somali coast and in the Gulf of Aden. On board was Seasprite NZ3602, callsign ‘Hammerhead’ which had flown a total effort of 195 hours. The Flight Commander, A/LTCDR David Roderick, describes their deployment...

TE MANA FLIGHT

Our frigate and its 182 member ship’s company spent a total of 91 days conducting counter-piracy operations for the Combined Maritime Forces Combined Task Force 151 (CTF-151) and NATO Operation Ocean Shield. In total the ship carried out four patrols during those 91 days in-theatre and achieved 94 visits or boardings. And our Seasprite flew 128 sorties totalling 195 hours since sailing from Auckland.

During the deployment TE MANA sailed the equivalent of 50 times around New Zealand, encountered a few hundred of the region’s fishermen, and worked alongside warships from Germany, Spain, Australia, the United States, and the United Kingdom. Our company consumed 113,400 meals! As for our helicopter, ‘Hammerhead’ totalled up 206 deck landings, consumed 156,000 lbs of AVCAT, and the aircrew ate 1000 bacon sandwiches as their flight rations!

With the rigorous flying schedule and the harsh environment, the Seasprite maintenance was a juggling act, and a compromise was needed between what had to be done and when we could do it.

The Senior Maintenance Rating (SMR) F/SGT Thomson and myself as Flight Commander always had to be hatching new plans to best facilitate both maintenance and flying.

The combined effort meant ‘Hammerhead’ was fully available and completed 100% of sorties that she was tasked with. That’s a rare achievement for helicopter operations at sea (rumour has it a few people bet against that!)

With the Seasprite constantly exposed to the corrosive environment of salt water and sea air, there is a need for daily inspections and a full...
Operations

HAMMERHEAD ON TASK

“Contact 5 miles, southwest heading. 8 persons on board. Hammerhead investigating”

With radar and FLIR (Forward-Looking Infra-Red) surveillance systems on board, Hammerhead was a valuable part of TE MANA’s search capability and a vital asset for counter-piracy operations. Our Seasprite conducted coastal intelligence surveillance and reconnaissance, in order to see the pattern of life in the region’s maritime environment, while maintaining over-watch of the international seaborne trade.

Our intense flying schedule was intended to keep us on top of the fast-moving skiffs used by the locals, including the pirates. ‘Hammerhead’ encountered a variety of fishing vessels, some legitimate, some possibly not so, and all our information was passed back to the ship for classification then on to the task group command.

Twin outboard skiffs, capable of up to 35 knots, as in the photo, were not typical of the fishing skiffs and probably were likely to be pirates or narcotic smugglers; however the ones we found were just fishermen.

After our visit to the Seychelles, TE MANA returned to the sealanes of the Gulf of Aden to maintain the high tempo and return to our counter-piracy patrols, maintaining an overt presence in the area of operations.

Our last port visit was to Mumbau, then after leaving that diverse city, we were back in the Gulf of Aden, working with CTF-508. Most of our flying was done during daylight hours and it great to be out on deck with the sun shining and watch some of the massive cargo ships go by.

It was great for our Flight to finish on a professional high, having completed so many sorties and achieving all that was asked of us.

freshwater aircraft wash every 14 days. Without that care, simple items like nuts and bolts corrode fast and could cause major problems.

With only a small Air Force team in TE MANA, we had our work cut out for us. As space is at a premium onboard, we can’t carry all the spare parts we may need and we rely heavily on support from home.

Deploying to sea is a ‘whole squadron’ affair, not only for the team afloat but our back-up of engineers and technicians at 6 Squadron. Specifically, a big thanks to SGT Mel Gill and her team for being able to send parts to the far reaches of the world when they were required.

With all the work having to be carried out between sorties, it was not easy in the extreme environment of high temperatures, narrow spaces and tight time demands. But CPL Sheehan and CPL Beattie became our resident DJs to keep the beats working to keep us going! Wash days for ‘Hammerhead’ meant a different type of music, with F/SGT “The Rock” Thomson and Corporals “Classic Hits” Nelson and Hare keeping the enthusiasm up!

The port at the beautiful island of Mahe in the Seychelles was a welcome sight. This provided us with an opportunity to stretch our unsteady sea legs and indulge in the warm waters of this tropical paradise. A few local beverages to keep away the heat and ward off the dreaded dehydration was one of the first things to do for most of us. It was a fun place to visit.

But we also had a solemn reminder when the MAERSK ALABAMA (as seen in the movie Captain Philips) berthed next to us and reminded us of why we had deployed so far from home and patrolled so extensively.

Looking back, it seems that the seven months have flown by, but we all know to those who supported us at home, it all seemed much longer and their sacrifice was greater.
Scott Base was home this summer for eight members of the NZDF, including four RNZAF personnel, while an RNZAF maintainer was also stationed with the aircraft maintenance crews at the nearby American base, McMurdo.

As part of the Antarctica New Zealand support team, the NZDF personnel were involved in a range of duties as cargo handlers, communications, maintenance and fire-fighters, and even as bar staff for the Scott Base ‘local’ known as the Tatty Flag.

Along with the six other NZDF personnel, the RNZAF group underwent practical training and preparations at Antarctica New Zealand’s Christchurch base before heading to the Ice.

If you are interested in experiencing the Ice next summer, talk to your career manager now!

LAC Matt Keen, Composites Bay, MSS Ohakea

Most people dream of going to Antarctica, and I was no different. I made my first attempt to visit during my OE. Lost and broke in South America I deemed the last continent on my ‘to visit list’ as ‘impossible’.

Seven years on, in the RNZAF and with a successful application and a month of fire fighting and Antarctic training later, I was one of a great bunch who stepped off the Air Force B757 for a 5-month posting. I was in the identical landscape that some of the world’s greatest explorers had discovered.

As I placed my first foot on the crunching snow, Antarctica’s chill air delivered an almighty but pleasurable wintery slap to the face. For most of us, this was our first time—there were fist pumps and ‘big ups’ as we arrived!

We settled in to our roles at Scott Base; the four ‘Comms Op’ watchkeepers (you do not need previous experience in Comms for this) worked 8 hour shifts. We would communicate on a daily basis with scientists in the field, as well as co-ordinate tasks around base, give the morning briefs on the PA system, write ‘The Antarcitican’ (the Scott Base newspaper), handle all radio and telephone traffic and monitor the sign in/ sign out book. It was an important hub at the Base as a lot of the information comes either to or from Comms.

From my office window I was able to see Mt Erebus (3,794m). The beautiful and active ‘smoke stack’, it reminded me of Mt Doom from Lord of the Rings. Mt Erebus was discovered on 27 January 1841 by polar explorer Sir James Clark Ross who named Mt Erebus and its awesome mountain friend, Mt Terror, after his two ships.

‘What it would be like up there?’ Somehow, my name was plucked from a hat and I found myself starry-eyed, in a twin engine Iroquois bound for Hooper’s Shoulder, high on the mountain. I thought myself the luckiest chap in the world even as I lugged heavy batteries from the helicopter to the repeater station. Once set up, these repeaters transmit communications all around the area for the Antarctic scientists.

I absorbed the beauty of the cloudless, windless, day that Erebus had granted us. The job for the Telecom technician took 3 to 4 hours, longer than expected, so I grabbed some photographs. Even though there was no wind chill factor, it was chilly at -20°C!

I was fortunate to also visit all the historic huts, camp in the...
As the 2013-2014 season drew to a close I realised it had been a great 6 months, with each day offering its own unique operational challenges. Operation ANtarctica is the NZDF’s ongoing commitment to provide annual air transport and logistic support to the New Zealand Antarctic Programme (NZAP) and the United States Antarctic Programme (USAP). Twenty two NZDF personnel were based at harewood terminal in Christchurch throughout the season, processing, loading and unloading freight and passengers onto the RNZAF and US ice flights.

At the time of writing we had moved:
- 2,064 Passengers
- 173,046 lbs of Baggage
- 1,304,294 lbs of Freight
- 39,291 lbs of Mail
- 106,112 lbs of Fresh Food

Before the season starts, all of the Harewood Terminal augmentation staff undergo three weeks of pre-deployment training, learning about all aspects of the job that they will be conducting. This covered: basic aircraft limitations, how to operate loading equipment, where to store freight, and much more. After the three weeks of training everyone is reading off the same page as it provides a basic Air Movements grounding.

This year we had a mixture of supply, Drivers and an Aircraft mechanic. Minimum requirements for a Cargo Handler are Class 1 full licence, an F Endorsement with OSH certificate, OFT & CMS currency and of course a “can do” attitude.

This tri-service operation offers the opportunity to work alongside Navy and Army personnel, as well as to work closely with Ministry of Primary Industries (MPI), NZ Customs and Airport staff on a daily basis. Along with these different New Zealand organisations we also worked with Australians, Koreans, South Africans, Italians, United States Air National Guard and the United States Air Force. It is great way to see how other services and organisations operate, gain valuable skills and get the chance to trade squadron memorabilia.

This year financial and environmental factors played a big part. We had a lot more ski-equipped Hercules [LC-130H] flights towards the end of the season due the permanent ice...
runway being too soft for wheeled aircraft. A combination of an Antarctic storm damaging the ice pier, combined with the soft runway, meant that there was an increased tempo of Hercules flights to ensure cargo got back to New Zealand.

While providing support to the Antarctic Programmes, the Harewood Terminal Team was also involved in helping the Christchurch Air Movements Team with their re-deployment of Ex SOUTHERN KATIPO equipment out of Christchurch. We mainly helped with the loading and unloading of freight off trucks, building into suitable aircraft loads, then loading onto aircraft under Air Movements Staff instruction. This was a high tempo environment and a good way to cement the knowledge we had learnt in the early stages of the season.

Through our summer deployment we were also encouraged to get out and about on our days off, to see what the Canterbury region has to offer. We also had social sport/BBQ afternoons each month (subject to work requirements), and our squad played in the local Touch Tournament in Hagley Park—we placed 4th in our grade.

I highly recommend a summer with the Terminal Team, to anyone who wishes to come and be a part of Op ANTARCTICA. It is a great learning atmosphere to see how the Harewood Terminal works; plus, there are all the great people and awesome adventures to be had!

The Harewood Terminal Team on parade on 22 February for an Earthquake commemoration service. LAC Daniel Payne from the RAAF stands nearest the camera.

One of the US LC-130s on the ice at Williams Field, McMurdo.

The Harewood Terminal Team is all about interoperability, explains FLTLT Sean McKeogh.

Anyone who has travelled through military airfields in Australia, or our other ASIC partners, will have noticed that the Air Movements functions are generally performed by the hosting nation. There are differences in how each nation operates Air Movements, but the underlying principles are very similar.

ASIC promotes interoperability by codifying common operating procedures in Air Standards and promoting ‘best practices’ through Advisory Publications and Information Publications. Common training standards allow RNZAF Air Movers to actively and effectively integrate with their counterparts.

For a number of years, No. 209 (Expeditionary Support) Sqn has participated in RAAF Air Movements training exercises PRECISION RED and PRECISION SUPPORT. These exercises involve a full Air Load Team deploying to a remote location in the Australian Outback in support of RAAF tactical flying operations.

The Air Loading Teams, formed with personnel of 5 Movements Company, have to ensure cargo is correctly palletised, that the weights of the pallets are within limits, and—if being air dropped—that individual cargoes are correctly lashed to the parachutes, as well as being appropriately shock-mounted to withstand any landing impact.

Since 2011, the RNZAF has in turn welcomed two RAAF Air Movements staff each season to participate in the Harewood Terminal Team in support of Op ANTARCTICA. The RNZAF and RAAF Air Movers have been trained through their respective Air Movements Schools and the majority of our skills are interchangeable. This was evident a year ago when one of the RAAF Corporals jointly won the Pre-deployment training ‘Augmentee of the Year’ trophy alongside a member of the RNZAF—a true combined effort!

The Air Cargo Yard at Christchurch airport is a truly multi-national environment during Op ANTARCTICA. American C-17s, RNZAF Hercules and our B757s, along with US Ski-Hercules, all have to be load-planned and loaded by a combination of RNZAF and RAAF ground crew. For many years now, three of the five ASIC nations have been quietly and effectively supporting Op ANTARCTICA in Christchurch.
The RNZAF’s annual commitment of Hercules and Boeing flights to McMurdo Station began in early October 2013, based out of Christchurch International Airport.

The first Hercules flight went south on 03 October, carrying cargo and personnel to support the summer programmes on the Ice. It was the start of five flights by each type during the overall season.

The season began with freight and passenger runs to Antarctica in October, then ended with flights returning freight and passengers from Antarctica in February and March. No 40 Sqn aircraft transported in total 240 passengers and 156,160 lbs of freight to Antarctica and brought back a total of 237 passengers and 118,615 lbs of freight to Christchurch.

The third flight, by a Boeing 757 and the second flight of the season for that aircraft and its crew, was noteworthy. It left Christchurch International Airport on a flight planned to take 4 hours 47 minutes, with the point of safe return (PSR) being 2 hours and 48 minutes into the flight.

But weather conditions forced a delayed landing at McMurdo. The aircraft landed safely in challenging weather conditions after a flight time of 6 hours and 59 minutes.

The weather forecast before departure and that received immediately prior to PSR indicated conditions well inside the minimum for arrival. However, they began to deteriorate about 30 minutes after passing through the PSR, and on arrival the aircraft faced severely reduced visibility and freezing fog. The crew elected to hold for a period to allow the weather to improve but eventually lowered fuel reserves dictated a landing below the normal instrument approach height, which was safely achieved.

Air Component Commander, AIRCDRE Mike Yardley, commended the RNZAF crew, led by aircraft captain FLT LT Brendon Quinn.

“Until some 30 minutes after passing the PSR, there was no reason not to have launched, or to not continue the flight. Thanks to the skills of the crew, and the robust procedures in place, the aircraft landed safely having had to descend below the normal instrument approach height. Our pilots are well trained to cope with all adverse events, including weather deterioration and emergency landings.”

The Antarctic is a challenging environment for all activities, with the continent notorious for its rapidly changing weather conditions. This season most flights, including those by our Antarctic partners, flew to and from the Ice without incident.
The long, close relationship between Palmerston North Boys’ High School (PNBHS) and RNZAF Base Ohakea is unlikely to be matched by any other New Zealand school and armed service. Geographical proximity is just the starting point; the Leadership Director of the 112-year-old school, Colonel Paul King, says that the relationship has been forged by the service of Old Boys in the Air Force, and the importance the School places on honouring its fallen.
The bonds between School and Base were cemented last year with an exchange of plaques between the two establishments. The plaque presented by the School to the OC 488 WG on Anzac Day 2013, not only reflected the service of the school’s Old Boys, but also the sacrifice many of those Old Boys made in RNZAF service. It now hangs in Ohakea, on the wall of the OC, GPCAPT Webb’s, office.

PNBHS has lost 199 of its Old Boys to war in the 20th Century—70 in World War 1, 128 in WWII and one in the 1982 Falklands campaign. They are all honoured in the Memorial Gallery, which was opened in 1953 by MAJGEN Sir Howard Kippenberger, and all Year 9 (third form) students starting at the school sign the visitors’ book in their first year.

The fallen Old Boys from WWI are recorded in a book with photographs and the years they attended, and those from WWII are recorded on the walls with individual photographs. All are recorded on gold-embossed honours boards.

“Well over half the Old Boys who lost their lives in WWII were in Air Force uniform. Of the 128 who died in that war 59 were in the RNZAF, eight in the RAF, and one in the RCAF. It’s a significant number, and there were two more serving in the Fleet Air Arm,” Paul King said.

“Consequently we treasure the support we get from the Air Force every year for our Anzac Day service, and until his death in 2012 one of the wreaths was always laid by Tony Pierard, an Old Boy and former RNZAF fighter pilot.”

Last year the occasion was also marked with a flypast by Brendon Deere’s Spitfire (from its base at Ohakea).

“We have a great relationship with the Air Force and we always have a group of boys from Air Force families at Ohakea at the school. The annual Air Force Experience is a very popular event which young men compete to attend each year, and in recent years Ohakea has assisted with a regional schools initiative to promote leadership in the region by running a really good challenge at the Base during the Sir Peter Blake Trust annual New Zealand Leadership Week,” he said.

“We have a great relationship with the Air Force and we always have a group of boys from Air Force families at Ohakea at the school.”

It’s not just via the Base itself that the Air Force has provided a leadership challenge for the boys during the Leadership Week. During last year, Old Boys AVM Kevin Short, the Commander Joint Forces New Zealand, and SQNLDR Tim Costley from No. 3 Sqn attended a school assembly and shared their thoughts on leadership and achievement.

AVM Short was at PNBHS from 1970 to 1974, and in his final year he was the school’s Deputy Head Prefect and Head Boy at College House, the boarding establishment. His core message to the boys was to take every opportunity that comes along, make the best of every job they do, and always to set goals for themselves.

“Amongst you today are tomorrow’s leaders. Which one of you will be Prime Minister, or CEO of Telecom, or Rector of this school? When I came off the farm, from a tiny country school with 16 pupils, to here, no one would have assessed me as a future Air Force leader. But this is where I got the grounding I needed. Academic studies, prefect responsibilities, and sporting activities (rugby and boxing) tested me, and gave me confidence and basic leadership skills.

“I was never first choice for things—you could say I was always the best man, never the groom. But I had goals, and I made it a rule to take every opportunity I could and to make the best of everything I did. That philosophy helped me to become a good all-rounder, and I believe that being a good all-rounder has played a big part in my career,” AVM Short said.

“The senior boys here today stand on the threshold of their careers, and for juniors, the day you will walk through the gate out there for the last time is closer than you think. You may not know what you want in the future but that should not stop you setting personal goals. Only you have total control of your life.
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As a leader, AVM Short said that a top priority for him is to ensure that his staff have an environment where they can work with little constraint, and that they have challenges and opportunities.

“I encourage people to use their initiative, and to present and hopefully implement new ideas. Some will work, some won’t—but you don’t learn unless you try, and take calculated risks. Most of us operate in yesterday’s conditions, because yesterday is where we got our experience and achieved our successes. But leadership is about tomorrow, not yesterday.”

“For SQNLDR Costley, at PNBHS 1993-97, it was an important occasion in more ways than one. On behalf of OC 488 WG he presented a plaque to the school, in return for the one the school had presented the Base on Anzac Day 2013.

SQNLDR Costley told the boys that he is just one of many Old Boys currently serving in the RNZAF. His message was that they should never to be deterred from pursuing their goals, no matter how remote others might think they are. Like AVM Short, he doubts that his teachers foresaw his achievements in the Air Force.

“You can’t always tell the man from the boy,” he said.

“I was the kid who wasn’t very sporty, always near the back on runs, and I’m sure my PE teacher never thought I would go on to run a marathon. But I did. And not many of my teachers would have thought I would go on to join the Air Force, to learn to fly and to serve overseas, but I was determined to become an Air Force pilot and I would jump through any hoops I had to, to achieve that goal.

“Some of you here today want to be pilots, or cure cancer, or captain the All Blacks. But do try (and risk failure)—the worst thing you can do is never try at all.”

Next time the boys at PN BHS hear the growl of the Deere Spitfire overhead it might well remind them of the good advice about “reaching for the sky” they got from Air Force officers in their school hall. ➷
The great majority of our service men and women see the ‘D’ word and quickly turn the page or put the publication on a shelf... Then its replacement comes along in a few years, and the cycle of neglect (and ignorance) continues...

I want to look at why that might be, and why our people (you!) should rethink your attitude to doctrine.

You may be surprised to know that most of you use doctrine every day, at what is called the procedural level (otherwise known as tactics, techniques and procedures or TTPs - how we do things). This is the more or less routine prescriptive stuff we do and includes: servicing manuals, SOPs, AVOs, or basically anything with NZAP, DFO, or orders, as part of the title. This stuff is mandatory and is generally followed to the letter. If you diverge from the content of these publications, you had better have a very good reason!

The big difference between procedural doctrine, and the application and philosophical doctrine that APDC produces, is that ours can be regarded as guidelines for action. That said, it is nevertheless authoritative, and in a similar vein to TTPs. If you choose to ignore it, you had better have a very good reason!

Of course, nothing that is ever written about military operations can cover every eventuality, which is why it is considered to be a guide. Nothing about higher level doctrine is prescriptive; it is a set of guidelines based on experience that sets a common platform for action (which is why everyone should read it), and the expectation is that the individual uses their common sense and judgement when applying it.

Doctrine is not the product of people who lock themselves away in dimly lit rooms and sit scratching their chins all day; it is produced in wide consultation with the people who are the RNZAF. It is based on the experiences of air power practitioners at all levels and it is for the use of air power practitioners at all levels (that’s you, by the way).

As members of the RNZAF, you own doctrine and if you ever get asked to review or contribute to the development of doctrine, this is your chance to shape how things get done and pass on your wisdom for the benefit of the RNZAF and ultimately the NZDF.

The NZDF has determined that ‘jointness’ is the way to go. However, there are two major doctrinal issues to be overcome before we can even consider integration to a joint force.

Firstly, there is an almost total lack of air-mindedness outside of the RNZAF, which can lead to unrealistic expectations and subsequent misuse of air power.

Secondly, the RNZAF has failed to adequately record and cement into doctrine its previous experiences. Thereby we have been forced to re-learn fundamental operating principles every few years.

I suggest that doctrine can supply at least a partial solution to these issues.

And to dispel any notions that doctrine doesn’t matter, consider the two USMC generals who were fired at the end of last year for failing to install adequate force protection measures at Camp Bastion in 2012, resulting in two deaths, 16 wounded soldiers, and six aircraft destroyed. The investigation summary stated, while noting the failure to follow established force protection measures, ‘It’s in our doctrine; it’s in our Marine Corps Warfighting publication.’

To whet your appetites for the engaging world of Air Power doctrine two publications are in preparation. These are:

New Zealand Military Air Power, which is the RNZAF’s capstone doctrine and gives a useful overview of air power.

The other is Airbase Operations, which explains why we have them and what they are supposed to do.

In the next 12 months or so it is also intended to release:

• Air Operations (can we really do what we say we can, or is it just paper capability?)
• Training and Education (how useful is it and do we really train as we fight); and
• Command and Control (what should an RNZAF Air Operations Centre look like, how good are we at sharing information etc).

Should any of these land on your desk for review, do the rest of the Air Force a favour and give us the benefit of your experience by making a contribution... and perhaps even make a difference.

In the absence of doctrine you developed yourself, someone else will decide how your forces do their job. 😞

This is a short article on the role of doctrine within the NZDF and RNZAF. It sets out to humanise doctrine, and use terms that we would like to see in everyday use. If you are still reading this after noting the ‘D’ word in the title...well done!
A new member of No. 6 Sqn, LT Mark Sharples, an Observer, in the left hand seat of one of our Seaprites.

LAC Jess Dornbusch was presented with her NZ General Service Medal Afghanistan last December. With her are her father Garth, her sister Georgia and her mum Hinemoa.

TE MANA Flight returns to Auckland: A/CPL Tomo Seon, A/CPL Matt Beattie, CPL Nick Hare & CPL Mathew Kay.

On 14 March CAF attended his last ‘flagstaff inauguration’ when the RNZAF Ensign was raised for the Directorate of Engineering and Technical Airworthiness, now at X Block, part of the Messines Defence Centre. The flagstaff previously stood outside the former Freyberg Building. SGT George MacCoy is raising the ensign, CPL Wilson (CAF’s driver) and SQNLDR Richard Delhi (Personal Staff Officer) are saluting.

LACs Hena Duncan, Tom Morley & Gav Walker during their pre-deployment training at the Antarctic Centre, Christchurch. Here they demonstrate an ‘heroic rescue’ of LAC Scottie Muirson.
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Our People

CAF presented a number of medals on 17 December to (left to right): Flt/Sgt Paul Anderson, to Musicians: Sgt Mariel Rosalind, CPL Andrew Durant, CPL Kelvin Payne, CPL Kerry Falloon, & to GpCapt Andy Woods.

Aircraft Technician LAC Paul Tracy working on an A109LUH. A Central Hawke’s Bay native, he enjoyed attending Napier’s Art Deco festival in February. See story on page 22.

W/O ‘Rick Kelman, the Command Warrant Officer for Logistics Command Air, at Whenupai.

LAC Scott Muirson meets penguins while deployed as a Hercules maintainer at McMurdo this summer.

Operatic tenor Geoff Sewell sings with the RNZAF Band at the Alana Estate concert on 01 March, the final concert of their Summer Sounds tour. See report on page 25.
I am in an unusual but fortunate position on my second posting to UNTSO, having served here in 2009-2010. That time I spent 6 months in Lebanon with Observer Group Lebanon as a UN Military Observer (UNMO) followed by 6 months in UNTSO HQ in Jerusalem. Because of my previous UNTSO experience I had also deployed to the short-notice, but eventually unsuccessful, United Nations Supervising Mission in Syria (UNSMIS) in May-July 2012.

As you read this I will be 10 months into this year-long posting to UNTSO, having deployed in June 2013. Initially, I was to be in Observer Group Golan (OGG), stationed at OGG-T (Tiberias), one of the two outstations within OGG, the other being OGG-D (Damascus). OGG has 11 Observer Posts (OP’s); OGG-T mans six OP’s along the Israeli occupied side of the Area of Separation (AOS) and OGG-D manages five along the Syrian side. However, two of the OGG-D OP’s have been vacated since early 2013, due to the deteriorating internal security situation in Syria.

I was looking forward to this as it was an area of the UNTSO mission I had not previously served. However, the internal Syrian conflict has impacted on the security and safety of some UN positions; as a result some UN positions were closed and numbers reduced. Because of this, and the number of NZDF personnel then stationed in OGG-T, I began my posting stationed with Observer Group Lebanon (OGL)

However, after four months in OGL I was transferred to OGG-T last October. OGG has been under the Operational Control of the United Nations Disengagement Observer Force (UNDOF) in 1974. UNDOF (a lightly armed force) was
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THE UN TRUCE SUPERVISION ORGANISATION

SQNLDR Brett Goodall is one of eight NZDF personnel (including two RNZAF) currently serving within UNTSO. UNTSO was established in 1948 to supervise the truce settlements negotiated following the war between the newly established state of Israel and the four surrounding Arab countries. In 1949 Armistice Agreements were signed between Israel and Lebanon, Egypt, Syria and Jordan. Formal peace settlements were signed between Israel and Egypt in 1979 and Jordan in 1994. It was the first, and consequently is the longest running, UN mission.

SQNLDR Goodall enjoys some rare winter sunshine at OP53.

RNZAF Peacekeepers

established to monitor Israel and Syria's compliance with 1974 Agreement on Disengagement following the 1973 Yom Kippur War (where Syria tried to retake the Golan Heights lost in the 1967 'Six Day War'). The Agreement on Disengagement defines the UNDOF and UNTSO Area of Operations as two distinct areas:

**Area of Separation (AOS)**; the AOS is a demilitarised zone, and is administered by and populated by Syrians.

**Area of Limitation (AOL)**; the AOL comprises three bands, or zones, extending 10, 20, and 25 km outwards from the AOS. These zones have limitations on the weapons and armaments allowed that apply equally to both Israel and Syria.

OGG-T is divided into three teams of 12 UNMO’s plus a small HQ. Each team mans two OP’s. During my time here I have only worked on OP53.

Normal OP duty is 7 days by 2-3 UNMO’s, with occasional periods of 14 days. This is normally followed by a 7 day period off duty in Tiberias, punctuated with 2-3 days of duty in the HQ Operations Room. The work routine at the OP is split daily between remaining at the OP and observing activities in the AOS/AOL, or on Car Patrols inside the Israeli AOL, monitoring compliance with the limitations of forces and military equipment allowed within the AOL zones. We also conduct regular inspections of Israeli Defence Force military installations, again to ensure compliance with the AOL restrictions.

The situation in the AOS and Syrian AOL is dominated by the internal Syrian conflict. As all of the OP’s are located close to or in the AOS, and this is Syrian-controlled and populated (by both sides to the internal conflict) we have a direct view of, and are in close proximity to, the conflict. This internal conflict has placed significant restrictions on our ability to operate outside UN positions within the AOS and Syrian AOL. Prior to 2012 the OGG-D UNMOs stayed in apartments in Damascus when off duty; now they stay in Tiberias.

The routine on the Israeli-controlled side, outside of the OP’s, is probably unchanged and is summarised light-heartedly as “Cooking and Looking”. Previous RNZAF UNMO’s (such as SQNLDR’s Warren Dale, Alan Brown, Bryce Meredith and Severn Smith) will recall those routines.

So what have I gained since being here? I can now tell the difference in fire from an aircraft, heavy mortars, 120/155 artillery, tanks or rocket rounds (and what is OK to stay in bed for). A sense of humour helps, even a dark one: ‘could have been bigger, could have been closer!’ It seems obvious, but when you experience it you realise that tracer rounds makes observing much easier at night! I have also become more intimate with my RBAV (Releasable Ballistic Armoured Vest) than I anticipated. People often overlook just how cold the winters can be here; I now know our NZDF cold weather issue is really good.

One of the highlights on the mission so far is the diversity of people I work with in these Teams; great people with everybody bringing something of value to the group. When I reflect, no day on the OP has been the same, the days pass quickly, and we have had some interesting and challenging days!
The familiar sound of an RNZAF Iroquois helicopter attracted the attention of Napier’s Art Deco patrons, as the city’s annual festival to celebrate its rebuilding (after the 1931 earthquake) kicked off. The Iroquois was part of the Friday evening flying festival, displaying for the crowds along the bustling Marine Parade.

Four famous Warbirds from the 1940s, two Spitfires, a Kittyhawk and a Mustang, displayed their sleek lines and high speed, before the Iroquois made a deliberate contrast with a walking pace flyover along the Marine Parade.

SGT Tim Wilson came to Napier with the Iroquois. “It’s great reaching out to communities and the public, everybody who comes to talk to us is genuinely interested and very friendly. It was an awesome weekend. The highlight for me was doing the flypasts of Marine Parade—I got a good view of everybody relaxing and having fun. This was my first time at Art Deco and I definitely plan on volunteering for the next one!”

The aviation theme within the Art Deco weekend pays tribute to the role of the New Zealand Permanent Air Force, which in 1931 conducted photo surveys of the earthquake damage, flew in urgent supplies and carried messages and reports to the rest of the country. This year the Art Deco festival also recognised 50 years of Hawke’s Bay airport, which is built on land raised by the earthquake.

The RNZAF contingent to Napier had a constant stream of visitors to admire the new A109 LUH, enjoy the familiar Iroquois and to meet the young pilots with the bright yellow Airtrainers. FLTLT Chris Hall from Masterton is one of the pilots of the sleek A109 helicopters. At Napier he stood beside his aircraft, meeting the public.

“Not many people get to see these aircraft up close and I enjoy travelling the country showing off the A109. Art Deco was the third public display I have been to since October. I love the fact that in Napier people get dressed up in period clothing, so I enjoyed seeing all the costumes and displays.”

The people of Napier have a deep-seated appreciation for the armed forces, which came to their aid in 1931. Of course for those too young to remember the Hawke’s Bay earthquake, they are aware of the armed forces’ parallel role in the aftermath of the 2011 Christchurch earthquake.

Another of the Air Force team at Napier was SGT Michael Crisford, from Takapuna. He spent most of the Saturday at the airport, showing people over the helicopter, helping young children climb into the cabin, and explaining how the aircraft worked to teenagers and adults alike.

“What I enjoyed about Art Deco was the families, in particular the kids getting dressed up in true art deco style. It was awesome to see the whole community behind it. It’s nice to know the city still appreciates all that the armed forces did for them so many years ago.”

Napier’s No 13 Sqn ATC Cadets organised the car parking at the airport, and used the opportunity to be in front of the public, while also enjoying the range of visiting aircraft.

Len Searle of the Napier Aero Club was pleased with this year’s air display.

“We couldn’t have brought it all together without the help of SQNLDR Jim Rankin and the team from Warbirds,” he said. SQNLDR Jim Rankin’s moment came when he flew Brendon Deere’s ‘Plonky’ the historic Grumman Avenger that is now in the colours of a 30 Sqn RNZAF Avenger from WWII.

The ‘air side’ of Art Deco has expanded each year, and this year proved that the RNZAF are very much an integral part of Napier’s celebration.
Community Support

Constant crowds came to inspect the Iroquois.

Three Harvards of the Roaring 40s catch the evening light over Napier’s Marine Parade on Friday 21 February.

SgT Tim Wilson stands with ‘his’ Iroquois.

Shanan and Melissa Holm with their children Thea and Oscar, all in period costume.

FLTLT Chris Hall stands with the A109.

The Avenger, flown by SqnLdr Jim Rankin, is escorted by the Warbirds’ P-40 Kittyhawk, flown by Liz Needham.

SGT Michael Crisford buckles Baxter Twist onto the crewman’s seat in the A109.
The graph shows the results of accumulated learner feedback evaluation surveys, conducted from March to December 2013, for 581 courses across the NZDF. Did the learners like it? These surveys identify the learner’s reaction to the learning event and provides a measurement on the immediate response to the training. The survey measures learner reaction and responses in the following areas: instructor performance, content, assessment, preparation, environment and resource perception, personal treatment, feedback received, time management, overall satisfaction, and general observations.

We have successfully embedded the electronic evaluation process, which commenced in April 2012. A response rate of 88% has been received from a total of 6567 learners surveyed. The results show the current rate of overall satisfaction across all NZDF courses evaluated is 92%.

From January 2014, the Level 1 instructor and learner reaction surveys have been improved to include Health and Safety questions in support of initiatives in this critical area. Additionally the enhanced Instructor Level 1 Survey now enables instructors to provide specific feedback on the courses they are involved with.

Now that the Level 1 evaluation service is well-established, evaluators are able to offer comparative reporting across different courses, schools, services and NZDF as a whole.

The NZDC Performance and Evaluation (P&E) Team’s Level 3 evaluation service, which measures the transfer of learning into the workplace, was launched in January 2013.

Did the learners get it? Did the learners’ workplace performance improve?

Transfer of learning to the workplace is confirmed by evaluating how the knowledge, skills and attitudes that have been learned are applied and how they benefit and align to workplace requirements.

In partnership with Trade / Unit Specialists timely feedback is provided to NZDF customers about the changes in learner behaviours resulting from learning experiences. It looks at the relevance of training provision and alignment with workplace needs and requirements. This level of evaluation links into learning design.

The remainder of last year saw our team evaluate a range of leadership and trade courses across the NZDF, to prove the concept and ensure our process meets requirements.

This year NZDC P&E will continue to build on our successful Level 1 work and expand Level 3 (did they get it?). We will also conduct development and proof-of-concept work to introduce higher level evaluation into our evaluation framework to measure the effect of training on NZDF outputs.

The Level 3 service will be offered more widely in accordance with Command direction.

Personnel: Three new team members joined P&E during the year. LT Collette Martin, who started in August as a Learning Development Officer, is based in Woodbourne. Victoria Carling and Chris Tews, who are Regional Evaluators in Burnham and Linton commenced work in November.

If you would like to learn more about any of our evaluation services, contact the local Performance and Evaluation representative on your base or camp or visit our pages on the intranet:

ILP/HQNZDF/NZ Defence College/Performance & Evaluation
SUMMER CONCERTS SUCCESS!

By FGOFF Simon Brew, Director of Music

The RNZAF Band concluded its summer tour with a well-received evening concert at Alana Estate, Martinborough, before some 1800 people. The concert, in conjunction with Dame Malvina Major, tenor Geoff Sewell, the Hamilton County Blue Grass Band and Hogsnot Rupert came to its climax with the RNZAF Band and the two singers presenting some familiar and emotion-stirring favourites and bringing the audience to its feet.

During its summer tour the Band also performed a full concert at three locations, featuring Diedre Irons playing George Gershwin’s famous Rhapsody in Blue. Again, the audiences were loud in their appreciation.

“It was fantastic to be able to play three concerts in a row with the Band, something which is not always possible, as well as getting to know the players while touring,” Diedre said.

Within the Band a “street band” has been formed, which made its first appearance on 26 March at the Super 15 Rugby match between the Hurricanes and the Reds at the Westpac Stadium.

As Air Force News went to print, the Band was to perform at the RNZAF 77th Anniversary commemorative service in Wellington’s St Paul’s Cathedral, and the State Welcome and reception for the Duke and Duchess of Cambridge. And three of our players are travelling to Gallipoli as part of the NZDF Tri-Service Band.

COMING UP

Anzac Day
• Morning—televised National Anzac Day Service.
• Evening—Concert at the Wellington Opera House with the ever-popular Beat Girls.

Sunday 11 May
• Concert at Southward’s Car Museum, Kapiti Coast, with visiting international saxophonist Niels Bijl from the Netherlands.

OBJECT OF THE MONTH

By Michelle Sim
Archives Technician, Air Force Museum

With the official visit of the Duke and Duchess of Cambridge this month, many may recall the earlier Royal visit made by the Duke’s parents, 31 years ago. As part of their 1983 tour of New Zealand, the Prince and Princess of Wales made a formal visit to RNZAF base Wigram on 28 April.

This official RNZAF photograph shows His Royal Highness Prince Charles inspecting the Royal Guard upon his arrival at Wigram. In this photo we also have the unique view of three different Chiefs of the Air Force together at one moment; escorting the Prince are (L–R) the Chief of Air Staff Air Vice-Marshal David Crooks (CAF 1983 – 86), the Guard Commander FLTLT Peter Stockwell (subsequently CAF 2011 – 2014) and the equerry to the Prince, FLTLT Graham Lintott (CAF 2006-2011). The Royal couple also had the opportunity to view various aircraft and displays in the RNZAF Museum before departing for their next engagement.

SEEK AND DESTROY—NO. 3 SQN RNZAF

Aviation Historian Paul Harrison has been commissioned by John Douglas Publishing to write a book Seek and Destroy, the history of No.3 Squadron RNZAF, to be published in mid-2015.

The book will concentrate on the past 50 years of the squadron’s fascinating history. The publication of the book will coincide with the celebration of a half-century of Iroquois operations by the RNZAF.

One of the essential components to the book will be the recollections from the many thousands of service personnel (both former and current) and the wide variety of customers who have been associated with the Squadron’s activities.

Paul is now seeking more of those yarns with text and/or photographs to incorporate into what will be a well-illustrated work.

CONTACTS
Tel: 04 902 3750
Email: pronto@paradise.net.nz or Postal: 12 Parakai St, Paraparaumu, 5032

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Community Support

Two Air Force women support their community through pageants

TIARAS, FLIGHT SUITS AND BOOTS ‘N ALL

Corporal Louise Nelson, a Helicopter Crewman on No. 3 Squadron at Ohakea, has swapped helmets for tiaras, boots for stilettos and flight suits for evening gowns as ‘Miss Manawatu’—the region’s current beauty queen. And at Whenuapai, SGT Sarah Anderson, No 40 Squadron Flight Steward, is about to compete in this month’s Miss World New Zealand pageant. But for both women the pageants are about more than just looks; fund raising and community work are integral to their campaigns.

SGT SARAH ANDERSON

SGT Sarah Anderson is frantically fund-raising before this month’s final of the Miss World New Zealand contest. “Fund raising is a vital part of the Miss World campaign,” she explains. “This year the New Zealand Asia Pacific Trust [the Trust behind the Miss World NZ pageant] is supporting a Philippine 5 year-old who needs to have life-changing cranial and facial surgery at Auckland’s Starship hospital.”

At 26 SGT Anderson is the oldest contestant in this year’s pageant. She is hoping wisdom and life-experiences in the Air Force will carry her to the crown. “My job has taken me all over the world, including Australia, Malaysia, Indonesia, Japan, China, Russia, the Pacific islands and even to Antarctica, so I’m hoping those experiences will count.”

Sarah had previously modelled and been in photo shoots, and was ‘head hunted’ for the Miss World New Zealand competition by former beauty queen and Miss World NZ choreographer, Hannah Carson. “Hannah saw photos of me modelling and approached me to apply, so I’d entered the Miss World NZ as a bit of a rookie, but it’s a unique opportunity to support their charity work and I’m really excited about it,” she said.

Joining the Air Force (in 2006) meant Sarah followed in her father’s footsteps. “Dad has been in the Air Force for 31 years and I was born in Blenheim when he was at Woodbourne. So it was no real surprise that this would be my career—now my younger sister is also based up here at Whenuapai with me. Besides, I really love the colour blue!” she laughs.

Colours aside, SGT Anderson says there is nothing better than being able to see the world. “It’s the perfect career for someone like me, I love the physicality, the flying and the people—it’s just awesome.”

The Miss World NZ pageant final is to be held on 26 April, at the Rendezvous Grand Hotel in Auckland. Among other fund-raising ventures, Sarah is selling tickets to the final, which will feature the contestants in Evening Gowns, National Costumes and Swimwear. She is hoping for solid Air Force support.

“I see this as an opportunity to be a role model to young girls and I intend to represent the Air Force well and keep true to our values—that is very important to me.”

SAFETY—MY PRIMARY ROLE

As a Flight Steward I take responsibility for the safety of all passengers and crew on board the B757. The US Federal Aviation Administration requires that in an emergency we can evacuate the passengers and crew in less than 90 seconds.

Our cabin crews are tested annually at either the Qantas Simulator Training Facility at Melbourne or the Air New Zealand Training Facility at Mangere, when each Flight Steward is assessed in different scenarios:

• Rapid Decompression,
• Prepared Land Evacuation, and
• Engine Fire, Damage or Separation

Two crew are assessed at a time, working together. All the checklists must be memorised verbatim.

We also have ‘Route Checks’ (the running of your crew position, and Checklists, Procedures & Emergency Equipment) and ‘Categorisation Checks’ (Cat Check) when you are tested on all other aircraft systems and first aid.
CPL Louise Nelson on duty.

Community Support

In Ohakea, CPL Louise Nelson says “I got involved in the Miss Universe NZ pageant so that I could meet the winner of Miss Manawatu and get her on-side to help push a couple of projects that are very important to me—I never actually thought I would win the provincial contest myself!”

But taking the Manawatu crown has provided a solid platform for Louise to launch her support group for young women. “There is definitely a need for a support and advice network [in the Manawatu] for young women who are dealing with issues but not wanting to speak to their parents.”

Called ‘Boots ’n All,’ Louise’s support group pairs young women between 13 and 20 seeking support with mentors aged between 21 and 30. “It’s going well with room for growth so I’m really excited about it.”

As well, Louise aims to teach young children to swim at Himatangi Beach, west of Palmerston North. “Being involved in surf life saving I have found that many children don’t have the basic swimming skills to keep them safe in the surf, so it’s an area I’m really keen to develop in our region.”

The Ohakea based 24-year-old was crowned Miss Manawatu in 2013 and is now juggling her work as a helicopter crewman with her quest to become Miss Universe New Zealand, 2014. Louise’s final takes place in August; before that she takes part in a TVNZ Heartland documentary due to screen in May.

CPL Nelson says this year is a bit surreal: “I’m flying in helicopters and taking part in beauty pageants.”

“For me it’s about making a difference,” Louise says. “My manager [for the pageant] still rolls her eyes when I arrive from work in overalls, my hair all over the place—but that’s me.” She says she is making the most of her new title, learning about fashion trends, how to walk like a model, applying false lashes and doing her own make-up.

Then there is keeping in shape—a standard requirement for all military personnel—but CPL Nelson now has ambitions to run an Ironman. Growing up on a northern Wairarapa farm taught Louise determination; at age 10 she informed her parents that she wanted to attend St Matthew’s boarding school in Masterton.

“They reminded me that I better not get homesick since it was my decision,” she laughs. Louise still feels far more at home on a farm than on the catwalk, but there is real substance behind her beauty pageant ambition.

Her quest to provide support and advice for young women stems from her years as a boarder. The tenacious young woman got stuck into her school work and went on to represent her school on the local district health board and youth council and rounded off her schooling as Head Girl in Year 13.

“I was always interested in aviation and the Air Force was clearly an option but I actually failed my first pilot exam—so I re-applied to join as an Intelligence Officer. I was destined for an office job, but it just wasn’t me,” she confesses. “I’m an outdoors girl, I need action—so after two-and-a-half years, I changed tack and opted to become a helicopter crewman.”

And she hasn’t looked back. “The Search and Rescue work is amazing; it’s so rewarding being part of such important missions to assist others—that’s what I’m about.”

With thanks to Maryanne Twentyman
The annual Cancer Society Manawatu Relay for Life 24 hour event was held from noon, 08 March. This year 114 teams took part, walking or running for 24 hours around the 400m track at the Hokowhitu Massey Campus (which is also home to the NZ Defence College). The teams raised over $358,000 this year, a great effort!

The Air Force has entered a team each of the last 11 years, and while we don’t expect to win the competition to raise the most funds (the best fund raisers brought in over $20,000) we do expect to do well on the track. This year we placed 4th thanks to our many enthusiastic and competitive runners. We achieved 733 laps, over 293km as a team, with many of our runners doing 40 laps or more.

No. 3 Squadron started this tradition; in 2003 F/S Gav Hey entered a primarily 3 Sqn team, then continued it year after year. In 2010 after Gav was posted Padre Eruera took up the mantle, then Padre Hight. I took over the Ohakea relay organisation for the 2013 event and continued it this year. I am passionate about ensuring the Air Force continues to have a team entered in the local Relay for Life each year.

The Ohakea Air Force team is now cemented into the Manawatu RF L family. We are cheered on, joked with, and involved in the relay community. Always involved (though none will wear our ‘Bring it on’ tee-shirts!)

This year to add to our fund-raising I placed an auction on TradeMe for an A109 helicopter simulator ride. SQN LDR Thacker gave his support and stipulated any necessary requirements for the flight and OC 488WG made the decision for the auction to go ahead. The auction item attracted plenty of interest and gained a lot of radio time through the efforts of the Relay for Life marketing team.

The auction concluded on 06 March, with all proceeds—$1450—going to the Relay for Life. The simulator ride has, as Air Force News goes to press, yet to occur, but the recipient is really looking forward to it. SQNLDR Creedy has suggested we could combine the visit with other base tours.

Each day 51 New Zealanders are diagnosed with cancer. The Cancer Society are focused on supporting the local communities, so I believe this effort is a relatively small sacrifice, to raise some funds by walking or running a couple of km to show support for the work of the Cancer Society’s Addis House team here in the Manawatu.

The atmosphere on the day is excellent, the interaction and competition with the other teams and officials is invigorating. We welcome all Defence personnel in the area to join our team next year!
The annual RNZAF Sports Awards, honouring our sportsmen and women for their achievements in the 2013 season, were held in Freyberg House (HQ NZDF) in Wellington on Friday 21 March. AVM Peter Stockwell, made the presentations, pointing out that the Award ceremony was one of his last duties in the post of CAF.

The Award Winners Were:

**RNZAF Sportsperson of the Year** Mr. Matt Cole

**RNZAF Under 23 Sportsperson of the Year** AC Ben Wyness

**Most Outstanding Achievement in Sport** LAC Greg Anderson

**RNZAF Sports Administrator of the Year** Mr. Lawrence ‘Rooster’ Turner

**RNZAF Sports Code of the Year** RNZAF Volleyball

**RNZAF Sports Team of the Year** Women’s Volleyball

**USAF Cup** Base Ohakea

**RNZAF Cup** Base Ohakea

In addition, seven gold badges were awarded for their commitment to RNZAF sport: SQNLDR Jason Cox, F/S Marina Adams (retired), F/S Tom Kelly, SGT Annie Clarkson, SGT Leo Wiapo, SGT Justin Tamehana and Mr Mark Knight.

Air Force News extends its congratulations to all the winners.
SYDNEY TO HOBART THE LONG WAY

By WGCDR Lorena Thomas
In December I fulfilled a long-held ambition for ocean sailing. Having seen a recruiting poster for race crew two years ago, I signed up for ‘the race of your life,’ the Clipper Round the World Yacht Race. My intent was to be part of this adventure and sail into the Southern Ocean.

This race is staged every two years (each race taking about 11 months) by non-professional sailors and has been competed for since 1996. The race was founded by Sir Robin Knox-Johnston, who in 1968 was the first to sail solo non-stop around the world. The venture is based in the UK, and attracts people from all over the world in order to “do something extraordinary”. They come from all walks of life to sail around the globe on 12 identical 70-foot ocean racing yachts. Most will do part of the race, but some will circumnavigate the world by sea (something fewer people have done than who have climbed Mt Everest). I was one of eight New Zealanders who signed up for the 2013-2014 race.

In the promotional material, Sir Robin wrote:

“Years from now you will be more disappointed in the things that you didn’t do than by the ones you did do. So throw off the bowlines, sail away from the safe harbour, catch the trade winds in your sails. Explore. Dream. Discover.”

I headed to Western Australia to join the race fleet. Our route took us from Albany (the historic departure point for the original ANZACs) into the Southern Ocean, around the tip of Tasmania and up to Sydney, and then south again for the infamous Sydney-Hobart Yacht Race. All in all, six weeks on a stripped down ocean racing yacht and almost 3,000nm of the best and worst Mother Nature could throw at us.

The sea does not distinguish between amateurs or Olympians, so the participants need to be ready to face exactly the same challenges as those experienced by the professional race crews. To that end I had been through a robust training programme, endorsed by the Royal Yachting Association, with several trips to the training centre in UK. This taught me to sail in blizzards, cook for 20 people at a 40º heel, as well as being reminded of how foul British weather can be, and learning what true exhaustion is.

So why did I decide to embark on this wild adventure? Because it is just that—a fantastic challenge. When starting officer training many, many years ago, I really had no idea just how far I could push myself. I found myself doing that again. I joined two other Kiwis, a Ukrainian, a gaggle of Aussies and a few Brits to make up our crew of 19. We set sail in a yacht sponsored by GARMIN (navigation technology, GPS and watches)—so we shouldn’t get lost! and set out into the expanse of the Southern Ocean for the first time. Our crossing was exhilarating but brutal, with the massive swells of the ocean reaching over 25m, winds topping 64 knots and the ‘GARMIN’ surfing at about 24 knots—not bad for a bunch of amateurs who had only come together a few days previously.

Our arrival in Sydney was celebrated with the first shower for almost a fortnight, a decent latte and a week of intensive boat preparation for the Hobart race. ‘GARMIN’ got hauled out for a thorough scrub and patch-up, and a total overhaul of her 11 sails. We barely got a breather.

Then we were off for the sprint to Hobart; one of 96 entrants competing with the professionals and super-maxis in the chaos of Sydney Harbour. We aimed to get to Hobart in about three days, but a couple of broken reefing lines during the second night meant we had a more leisurely trip. Nevertheless, we finished safely, and weathered one of Bass Strait’s notorious storms with no lasting damage to boat or crew.

By the time we finished our voyage, our crew learned many lessons: the importance of teamwork and respect (for each other, our boat and the environment); of giving more than you take; of learning what our bodies were still capable of; and an appreciation of cultures, religions, lifestyles and attitudes that connect communities around the globe.

Now I’m back on dry land, wearing high heels again. My hair has been reintroduced to a blow-dryer and my fingernails have returned. I have experienced the best and worst of the sea, crossed one of the great oceans and safely finished one of the world’s classic yacht races. I have met some remarkable people, learned a bit more about myself and rekindled a sense of adventure. I have had ‘the race of my life’.

Thank you, to the RNZAF Welfare Fund and my Yellowbrick followers for their support in this venture. Now for Mt Everest… 🌋
RNZAF sport shooter CPL Amy Hatcher took home six prizes following the prestigious national shooting tournament held at Trentham in January.

“I’ve competed in the Ballinger Belt since 2006 and as the oldest known sporting trophy in New Zealand, it’s a great competition to take part in,” she said. “During the week of nationals we shoot the Masefield championships first then the Ballinger Belt. Also there is an aggregate for both Masefield and Ballinger put together.”

Amy won the:
- Trophy for Top U-25, Ballinger Belt
- Trophy and Gold medal for Top U-25 Grand Aggregate (Masefield + Ballinger Belt)
- Trophy for Top Service shooter, Masefield
- Trophy for Top Service shooter, Ballinger Belt
- Gold Medal Top Service shooter Grand Aggregate (Masefield + Ballinger Belt)
- Trophy for Top Wellington Lady.

The Palmerston North woman is also vice-president of the Wellington Rifle Association and was last year instrumental in publishing a special fundraising photo-book profiling the history of the National Rifle Association.

“A copy of the book was presented to Chief of Army, MAJGEN Dave Gawn, at the Ballinger Belt prizegiving—that meant a lot to me,” she said.

CPL Hatcher was team captain for the New Zealand U25’s in Brisbane in 2011. Last year the now 24-year-old competed in the tri-nations event in South Africa where the New Zealand team finished second behind the host nation.

Based at Air Movements at Wellington Airport, Amy also enjoys playing hockey for Service teams alongside her shooting commitments.

SQNLDR Susie Barns, Logistics Adviser to the NZ Defence Staff in London, is to run the Virgin London Marathon on 13 April.

“It’s an exciting challenge for me this year! I am representing the UK ‘Breast Cancer Care’ charity, and any donations can be made via www.justgiving.com/Susie-Barns. Thank you for your support towards a very worthy cause (every little bit counts).”

CPL Amy Hatcher in action

SQNLDR Barns getting ready for a training run, with her children Bryahna and Trae.
Early in 2013, I entered our Golf Club into a competition for a makeover. I was very surprised to receive a call from Kelsen Butler (Sports Inc.) to say we had won an ANZ Community Grant of $1000 of supplies from Resene. They also wanted to visit and film the makeover, and show one of our members playing a hole, to screen on the ANZ Golf show.

Getting members to do the work was easy, as our club owes its success to volunteers. The preparing and painting was overseen by master tradesman Ron Tiplady and as shown by the photos, they all worked very hard, while the Club’s women cleaned and scrubbed and provided wonderful morning teas and lunch.

Alisdair Methven, a Club Champion for 11 years and son of founding member Tom Methven, showed the ANZ Golf World team how to play our 18th hole which is named ‘The Graveyard’ due to the many hazards, such as ‘Bomb Dumps’, surrounding the area!

You can see all the work, interviews, and play on YouTube:
• RNZAF Auckland Golf Club; ANZ Community Grant

Our thanks to the ANZ and Resene, and to all who worked so hard on our makeover! 🎉
Notices

WorldSkills National Competition
3–6 July 2014
Hamilton
Show off your skills at the WorldSkills National Competition. The NZDF are looking for RNZAF personnel from the Aircraft Maintenance trade to enter into the competition. Winners could be invited to the 2015 International WorldSkills Competition at Sao Paulo, Brazil.
To enter the competition, you must still be undergoing training, or recently graduated, and born in the 1990s. If you’re interested in representing the NZDF at the 2014 National WorldSkills Competition, contact W/O Dave Dean on (349)7982 or dave.dean@nzdf.mil.nz

Reunion
75 Squadron Association of NZ
Biennial Reunion 2014
30 May – 1 June 2014
Christchurch
Celebrating the history of the Squadron:
75 (Home) RFC 1916—1919
75 (Bomber) R.A.F. 1937—1940
75(NZ) R.A.F. 1940—1945
75 RNZAF 1946—2001
Contact: The Secretary, Glen Turner
Mobile: 021732835
Email: 75sqn.assnz@windowslive.com
For more information visit www.75squadron-raf-rnzaf.com
Facebook: 75 SQUADRON, RAF/ RNZAF ASSOCIATION

Officer Cadets 1983, 1984, 1985
‘30 Years On’
25, 26 & 27 April 2014
RNZAF Base Wigram—Air Force Museum, Christchurch
Open to Officer Cadets who 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)
Facebook: Officer-Cadets-1983_1984_1985

Lauca Bay Personnel
Expressions of interest are invited from all personnel who were stationed at Lauca 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

The BE2c
Napier’s Art Deco weekend was also the 50th anniversary of the opening of the modern Hawkes Bay Airport (built on land raised by the 1931 earthquake). The centrepiece of the aviation activities was a re-enactment of the 1915 naming of a BE2c that was funded by the citizens of Hawkes Bay.
In 1915 a patriotic committee was formed in Hawkes Bay and its members decided to raise funds for an aircraft for the War Department. By August 1915 they had raised 1500 pounds, which was remitted to London. The War Department advised that this would pay for a new BE2c and in September the aircraft was formally named ‘Hawkes Bay, New Zealand’.
Lady Harriette Russell, the widow of Sir William Russell (a prominent Hawkes Bay politician and uncle of Major General Sir Andrew Russell) was invited to undertake the naming of the new aircraft.
The aircraft joined No. 6 Sqn RFC in France and is known to have engaged in at least one aerial combat. After a heavy forced landing in April 1916 the aircraft was written off; however, the RFC continued to name one of its aircraft ‘Hawkes Bay New Zealand’ for the remainder of the War.
The BE2c at Hawkes Bay Airport is a re-production built by the Vintage Aviator Ltd at its Wellington factory and based at Hood Aerodrome, Masterton. It is shown in the 1914 markings which featured large Union Jacks. But they were easily mistaken for German Iron Crosses and by 1915 the British had turned to red, white and blue roundels (similar to the French but with blue for the outside ring rather than red).
About 3,500 BE2’s were built. Initially used as front-line reconnaissance aircraft and light bombers, variants were also used as night fighters. The type finally served as a trainer, communications aircraft and on anti-submarine coastal patrol duties.
B.E. stood for Blériot Experimental, the designation used by the Royal Balloon Factory (later the Royal Aircraft Factory) for aircraft of tractor configuration (ie with the engine at the front). Geoffrey de Havilland, the chief designer and the test pilot at the Balloon Factory, was responsible for the BE2 series. The most important difference in the C-model was the improvement in stability, a useful characteristic for aerial photographic work, which depended on slow exposure plate cameras.
While the BE2c proved fundamentally unsuited to air-to-air combat it had a relatively low accident rate, and proved good for artillery observation, one of the main tasks of the RFC.
The pilot occupied the aft cockpit and the observer was forward — this arrangement allowed the aircraft to be flown without a passenger without affecting the aircraft’s centre of gravity. However this also meant the observer had a limited view and limited arcs of fire for his machine gun.
Late in 1915 the BE2c became ‘Fokker fodder’ to the new Fokker Eindecker, and in ‘Bloody April’, 1917, sixty BE2’s were lost. An RFC pilot, Arthur Gould Lee, describes flying the BE2c in his book No Parachute. The type was taken off front line duties during 1917.

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## BE2c: Tech Specs

<table>
<thead>
<tr>
<th>Crew</th>
<th>Two</th>
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<tbody>
<tr>
<td>Wingspan</td>
<td>36 ft 10 in</td>
</tr>
<tr>
<td>Length</td>
<td>27 ft 3 in</td>
</tr>
<tr>
<td>Height</td>
<td>11 ft 4 in</td>
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<tr>
<td>Empty Weight</td>
<td>1,370 pounds</td>
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<tr>
<td>Max Weight</td>
<td>2,142 pounds</td>
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<tr>
<td>Powerplant</td>
<td>90hp RAF 1a, air cooled engine (other engines also used)</td>
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<tr>
<td>Max Speed</td>
<td>72 mph</td>
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<tr>
<td>Ceiling</td>
<td>10,000 ft</td>
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<tr>
<td>Range</td>
<td>270 miles</td>
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<tr>
<td>Armament</td>
<td>1-4 Lewis .303 mg, 2 x 112 pound bombs (flown solo), 10 (max) Le Prieur rockets</td>
</tr>
</tbody>
</table>

Photo: CPL Amanda McErlieh, RNZAF Ohakea.
Anzac 2014

WWII Poster Art

April 2014

First day cover

Learn more with the miniature sheet booklet

The miniature sheet booklet contains seven miniature sheets, six containing each stamp and one containing all six stamps. This highly collectable and informative booklet is the only way to obtain the miniature sheets in this issue, so place your order today.

Inside, you’ll find further information about New Zealand’s involvement in the war, and the roles that the different services played. Written by John Crawford, Chief Historian for the New Zealand Defence Force, this is a collectable not to be missed.

Commemorate Anzac Day 2014 with a special first day cover

Remember the important role that New Zealand played in World War II with this unique collectable. All six stamps are displayed on the first day cover, which features a ‘Protect New Zealand’ poster. This type of poster was designed to raise funds for New Zealand’s war effort and appealed to New Zealanders’ sense of patriotism.

Collector’s Notes

Issue: Anzac 2014: WWII Poster Art

Date of issue: 2 April 2014. Number of stamps: Six gummed stamps. Denominations: 70c (x2), $1.40, $1.90, $2.40, $2.90. Stamps, miniature sheet booklet and first day cover designed by: New Zealand Post Ltd, Wellington, New Zealand. Printer and process: Southern Colour Print Ltd by offset lithography. Number of colours: Four process colours plus Synseal spot overgloss. Stamp size and format: 35mm x 46mm (vertical). Paper type: Tullis Russell 104gsm red phosphor gummed stamp paper. Number of stamps per sheet: 25. Perforation gauge: 14.78 x 14.86. Special blocks: Plate/Imprint blocks may be obtained by purchasing at least six stamps from a sheet. Barcode blocks are available in A and B formats. Period of sale: Unless stocks are exhausted earlier, these stamps will remain on sale until 1 April 2015.

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Orders are subject to our customer terms and conditions. See www.nzpost.co.nz/purchasetermsandconditions or contact the Collectables and Solutions Centre.

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