CHANGE OF COMMAND FOR RNZAF

THE SEARCH FOR MH370

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

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

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

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Defence Communications Group

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Contributions need to include
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• photos provided separate from the text – at least 300dpi.

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SGT NARE WHITTAKE (LEFT) AND SGT JOSHUA LARKINGS LEAD AVM YARDELEY AND AVM STOCKWELL FOR THE WERO. PHOTO: MR ROD MACKENZIE
FIRST WORD
By Air Vice-Marshal Mike Yardley, Chief of Air Force

On 1 May I took over command of the RNZAF. I would like to take this opportunity to acknowledge Air Vice-Marshal Stockwell. His stewardship and leadership over the past three years has left the RNZAF in excellent shape.

He has overseen a difficult period for the RNZAF, taking over command just one year after the Anzac Day Iroquois accident. He was our Chief when the Court of Inquiry findings were released publicly in December 2011. During that time he was the face of the Air Force to New Zealand.

His tenure has subsequently focused largely on improving the health and safety aspects of the RNZAF, particularly those associated with flying, and introducing into service of our new and upgraded aircraft. In all of this he has achieved outstanding results, leading in a positive and steadfast manner. I am extremely grateful for the strong and stable platform he has left me.

It is the responsibility of us all to take the RNZAF forward. We have invested heavily over the last ten years in modernising our equipment to be capable of supporting New Zealand’s interests, but it is the people who will deliver that capability. It is you—the airmen and airwomen of the RNZAF—who will carry out the operations and activities of today’s Air Force and so ensure its relevance to the people of New Zealand.

It is not only my job, but the task of all who serve, to ensure the RNZAF is the best organisation we can make it—to achieve a ready, resilient and respected force capable of delivering air power.

We have a collective responsibility to ensure the reputation of the RNZAF continues to be that of a modern, innovative and capable force.

I look forward to serving with you all as your new Chief to achieve this goal.

‘It is the responsibility of us all to take the RNZAF forward’
Leadership

Command of our Air Force changed on 30 April when Air Vice-Marshall Mike Yardley took command as Chief of Air Force from AVM Peter Stockwell in an impressive ceremony at RNZAF Base Auckland.

The Change of Command ceremony is traditional and formal, to reflect the importance of the role and the continuity of command over the RNZAF. The ceremony included a Guard of Honour, parading the Queen’s Colour of the RNZAF and the Squadron Standards of Nos 3, 5, 40 and 42 Squadrons.

The RNZAF Maori Cultural Group gave a powhiri for the new Chief and an inspiring haka to farewell AVM Stockwell. The ceremony concluded with a fly-past of C-130 Hercules and P-3K2 Orion aircraft from 40 and 5 Sqns.

After three years as Chief of Air Force, AVM Peter Stockwell leaves a legacy of change and strengthening for our Air Force. “The decision to move on after 41 years of service was a difficult one for me, but I felt it was time for a new challenge. I have thoroughly enjoyed my time in the Air Force, and I will always treasure my term as the Chief of Air Force,” he said.

AVM Stockwell congratulated AVM Yardley on his promotion to Air Vice-Marshall and his appointment as Chief of Air Force. “AVM Yardley is an experienced operational commander and strategic leader, so he is very well placed to deal with the exciting challenges ahead for the RNZAF.”

AVM Yardley is looking forward to the challenges ahead. He thanked AVM Stockwell for handing over the Air Force in such a strong position after his outstanding leadership in the past three years. “I look forward to guiding the Air Force as it continues to be a modern, innovative and capable Force,” AVM Yardley concluded.
Two other recent promotions among our senior officers were: AVM Kevin Short, now VCDF and AIRCDRE Andrew Woods, now DCAF.

Prior to the major Change of Command parade, the personnel of 485 Wing had taken part in the Wing HQ ceremony to witness the formal handover of command of 485WG from AIRCDRE Kevin McEvoy to GPCAPT Tim Walshe. AIRCDRE McEvoy is now the Air Component Commander at HQ Joint Forces NZ.
On 29 April Australian Prime Minister Tony Abbott announced that the search for missing Malaysia Airlines flight MH370 would shift into a new phase, using ships with side scan sonar and robot submersibles. The air search was to come to an end.

The New Zealand contribution to the air search, a P-3 Orion from No. 5 Squadron, had been flying from RAAF Pearce in Western Australia. Two of the Kiwi detachment, FLTLT Tony Beilby and FLTLT Lisa McLay, describe the final month of the Squadron’s deployment.

Our ‘original’ search crew departed Australia on 27 March after flying over 100hrs in two weeks from the Malacca Straits and Bay of Bengal to the Southern Indian Ocean. They were replaced with a fresh crew who were straight into action from RAAF Pearce early the next morning.

Our No. 5 Sqn crews were initially flying a 3-on, 1-off cycle, followed by a 2-on, 1-off cycle. That meant we were flying 5 days out of 7, with 15-16hr working days each day. This worked out to be approximately 50-55 flying hours per week, very close to the limit of 60hrs p/w approved by Air Force orders. This was extremely fatiguing for the crews however the dedication to the task was notable by both aircrew and maintenance staff. There is a monthly limit of 150hrs per month so at that rate of effort, the ‘original’ crew would have broken the limit inside three weeks.

Thus we had to swap the original crew out, with a fresh set of Squadron personnel. Our Detachments have been working near to the limit of our Standing Orders and of the aircraft capability. Because of the long working days, we also had to slip the take-off time each day by around three hours, to allow for sufficient crew rest between duty days.

The aircraft were taking off with max fuel load each day; we even removed unnecessary systems and weight from the aircraft so that additional minutes could be gained for searching in the tasked area.

Over the initial period operating from RAAF Pearce, the RNZAF had flown 11% of all missions with only 2% of the total Air Task Group personnel. The figure sounds great, but is a little misleading given the large numbers provided by the RAAF for Mission Support functions. But having not dropped a sortie and operating with only one crew and one aircraft, 5 Sqn had contributed a great deal to the search operation from a very small footprint. This was admired widely across the International team here.

The Air Task Group totalled 680 personnel, with aircraft and ground crews from Malaysia, China, Japan, Korea, the USA and Australia as well as ourselves. This was a very complex international effort, with co-ordination occurring between air and ground forces.
forces which do not all regularly exercise together. So working in the HQ—in a multi-national, multi-lingual and multi-cultural environment—has been a learning experience!

We moved to a 1/1 (fly/rest) cycle for sustained operations; this was in line with the other nations involved in the airborne search.

Our crew detected a number of objects while searching. At the end of each mission imagery of the debris is sent to the Australian Maritime Safety Agency (AMSA) for review by experts. Nearly all of these objects were detected visually (not with radar) and visual searching remained our primary method.

The RAAF have developed an acoustics search capability using equipment developed by SonarTech. We were prepared to join in this type of search too, if needed; 485 Wing (at Base Auckland) and the Directorate of Continued Airworthiness Management (in HQNZDF) did some great work getting the Airworthiness Approvals and Concessions quickly in place (over a weekend) to make this possible. They also did great work to gain approval for the crew to drop GPS location buoys for AMSA to determine ocean drift and to track debris fields inside the search zone.

Of course many VIPs were following the search; A/SQN lDR Leon Fox, our initial Air Liaison Officer, met with the Prime Minister of Australia twice, and the PM of Malaysia. We were visited by the chiefs of the RAAF and the Royal Malaysian Air Force, and Jonathan Young MP from New Plymouth. Our CAF visited the Detachment on 23 April—all were very appreciative of the efforts we are putting in.

When our CAF visited he attended a briefing by the Commander Air Task Group and called on AM Angus Houston (rtd) who is leading the Joint Agency Coordination Centre.

As the search extended into May with little apparent result, news media interest had died down somewhat. Back in early April nearly every flight we made had some media personnel onboard. We hosted news reporters from Australia, UK, Canada, China, Singapore and of course our own TVOne and TV3 news. The crew bonded well with all who flew with us and we were soon known as being very welcoming, accommodating and professional in the way we conduct our business.

As of 07 April the second Detachment had flown 169hrs in just under 4 weeks. With the arrival of the third Detachment in early April, we continued to fly the day on/day off regime. As April ticked by we began to plan on flying three days a week, in order to preserve airframe hours.

The Maintenance team all worked hard, around the clock. They pulled out all the stops to achieve the aircraft’s 35-day servicing in just two days. Overall, from the start of the search in early March until the time of writing (late April) only one sortie was been dropped due to serviceability—in that instance, an engine leak. The achievement speaks volumes for the ability and dedication of our ground crews.

On several occasions, we conducted the search in our own search areas, and also picked up other nations’ allocated areas when they had been unable to complete due to aircraft issues. This has been appreciated by the other forces involved.

Several objects were sighted, however none proved to be of interest. We twice successfully identified an object and coordinated with Australian and chinese ships to enable the objects to be recovered. We were, of course, frustrated to not find any conclusive evidence related to MH370, nor to be able to provide closure to the families of the victims.

We had a break on Anzac Day to attend the Dawn Parade at Kings Park in Perth; the largest Anzac Day ceremony in Australia.

As of 29 April the RNZAF detachment had flown 276 hours. Once the decision was made to end the aerial search, we focussed on getting home; we returned to Auckland on 01 May.
Air Force News

In a pre-Budget statement, Defence Minister Jonathan Coleman said the Government is committed to strengthening the NZDF and is investing $100.9 million of operating funding in 2014/2015. Budget 2014 confirms the NZDF’s funding approach agreed by Cabinet after the Defence Mid-Point Rebalancing Review.

“The Government’s investment of $100.9 million in 2014/2015 is the first stage of an allocation of $535.5 million operating funding for the NZDF over the next four years,” Dr Coleman said.

Since 2010, the NZDF has operated within fixed baselines, reflecting the tough fiscal environment. At the same time, the NZDF successfully delivered significant reform with a focus on delivering back-office efficiencies.

“The NZDF made significant progress on its savings and redistribution programme and $204 million has been reprioritised across the NZDF. This financial year’s significant investment in our Defence Force, combined with the savings and reinvestment achieved through recent reforms, means the Government is addressing the long term funding gap,” Dr Coleman said.

“It is vital that the NZDF can continue to meet the Government’s requirements, whether it is carrying out humanitarian assistance and disaster relief work at home or in the Pacific, or contributing to wider global security efforts. This is why the Government is funding the people and equipment needed to deliver on the 2010 Defence White Paper—enabling the NZDF to protect and advance New Zealand’s interests at home, in the South Pacific and globally.”

“There has been considerable investment in defence under this Government. In the last year, we purchased new naval helicopters, army trucks and a pilot training package,” Dr Coleman said. “The Government will shortly be awarding contracts for a new battle training facility for the NZSAS and a systems upgrade for the Navy’s frigates. A decision will also be taken on a replacement for the Navy’s tanker.

“We greatly value the ongoing work and commitment of NZDF personnel. The NZDF is vital to New Zealand’s interests, and the tempo of activity is high. Recent examples include the Air Force delivering aid to the Solomon Islands, and supporting the international effort to search for the missing Malaysia Airlines Flight MH370.”

The new funding outlined in Budget 2014 will enable the NZDF to maintain and improve its current mix of capabilities, and sustain and grow personnel numbers over time. It also allows the Government to continue to modernise and upgrade the NZDF’s capability, the Minister stated.
NEW BACHELORS OF APPLIED MANAGEMENT

Otago Polytechnic offers the BAppMgt programme, allowing candidates to present their prior learning portfolio (training and experience) and previous annual confidential reports (management performance), conduct workshops, interviews and a formal presentation, allowing them to be assessed against the graduate profile. The process is not simply a pass/fail assessment. It is designed to determine whether there are any areas where the candidate needs further experience, knowledge or skills. From this, further study can be directed if necessary, prior to graduation.

The recent graduates were all assessed at the Year Two graduate level and subsequently completed a major research project and a Year Three presentation, before being awarded the degree.

Our discussions with Otago Polytechnic have shown that the most suitable candidates for this degree are SNCO’s who can demonstrate several years’ management experience, who have completed relevant RNZAF leadership and management courses, and who may have been involved in managing projects or programmes. Candidates also have to be confident to present a topic in detail to an academic panel.

The RNZAF Logistics Trade intends funding around four candidates per year and has initiated discussions with the Defence College about opening this opportunity up to the wider Defence Logistics Command.

Interested? Please contact WGCDR Dave Yorston (Trade Sponsor) or SQNLDR Jason Cox (Course facilitator).

CDF’s VISIT TO OHAKEA

By AVM Mike Yardley, CAF

CDF and WODF were hosted by Base Ohakea on 19 March. This inaugural visit was to provide our new CDF with a first-hand view of his Air Force and leave him with a clear understanding that the RNZAF is full of talented, motivated and professional people who love what they do.

Everyone he came into contact with epitomised those traits—from the Quarter Guard on arrival, right through to the NH90 flight south in the afternoon. It was great to hear him using first hand experiences from his visit to Ohakea when addressing a group of senior officers from all Services at HQJFNZ later that same day. The ‘RNZAF DNA’, as he described it, clearly left a positive imprint.

While he managed to get a brief glimpse at some of our functions, such as the challenges of flying training and the innovative and cutting-edge approaches to maintenance support activities, he also wanted to pass on to everyone that he would love to come back and spend even more time with those areas he only skimmed over this time around.

Please accept my personal thanks for the effort that went into making this visit possible. I can assure you that the aim was well and truly achieved.

CDF passed on his thanks in the following note:
Multi-National Exercise

KIWIS FLY OVER THE COLD WATERS OF SCOTLAND

An RNZAF P-3K2 Orion, aircrew, maintainers and mission-support detachments from No. 5 Squadron and other units from Base Auckland, deployed to Scotland to take part in Exercise JOINT WARRIOR 14. A major multi-national joint exercise, JW14 was conducted from 31 March -16 April and involved ships, submarines, aircraft and land forces from the participating nations in a complex multi-threat scenario in and around Scotland.

Some of the Kiwi crew on this exercise had just been involved in the search for missing Malaysia Airlines Flight MH370. SqnLdr Marcus Hogan, who was the aircraft captain for the RNZAF’s first searches for the missing airliner, said:

“The long-range, international search over the southern Indian Ocean is an example of the tasks we undertake and demonstrated our ability to work alongside our friends and allies in the region. Our deployment to Scotland extended those professional linkages, to demonstrate our capability to support our partners and allies in a broader context.”

The Air Component Commander at HQ JFNZ, Aircdre Kevin McEvoy, explained that the exercise provided a unique and excellent joint training opportunity for No.5 Squadron and the RNZAF supporting units. “This exercise also gave us a special opportunity to also continue our Operational Testing and Evaluation of the new capabilities for our upgraded Orions.”

Illustrating the international benchmarking that was achieved from this deployment, our Orion and crew worked alongside comparable maritime surveillance aircraft from the French Navy (an Atlantique II), United States Navy (P-3C Orions and a P-8 Poseidon), Royal Canadian Air Force (CP-140 Auroras) and the Royal Norwegian Air Force (P-3C Orion).

Over two dozen warships and four submarines took part in the joint exercise, and our Orion worked with, and against, various combinations of ships from the naval force. The participating units battled each other at sea, in the air and on land, in an area which stretched from the Irish Sea in the west, to north of Scotland and east to the Moray Firth.

Aircdre McEvoy explained that deploying the RNZAF Orion to this exercise enhanced our defence relations with the other participating nations and improved our interoperability with allies and coalition partners. The Air Officer Commanding 1 Group, Royal Air Force, AVM Stuart Atha, also underlined the value of the international participation.

“Whilst the RAF is supporting current [UK] operations, Exercise JOINT WARRIOR gave us an invaluable opportunity to prepare our people to respond quickly and appropriately to the unknown threats of the future. It was the most significant exercise held in the UK [this year] and brought together forces from all three Services and from overseas, and had a challenging scenario that tested our people both in the air and on the ground.”

The RAF contributed E-3 Sentry airborne warning and control aircraft, along with Hawk, Tornado and Typhoon jets to simulate enemy aircraft and missiles, as well as to provide conventional air warfare capability within the scenario. One squadron commander explained “My pilots are expected to perform in all disciplines of air power. It is about making sure that when we go and do this for real we can get it right first time.”

The RNZAF Orion and its crew returned to New Zealand on 18 April, flying back via Canada and Hawaii. Aircdre McEvoy highlighted the exercise’s immediate value for all in the Kiwi detachment:

“The long-distance deployment and complex exercise provided relevant training for our personnel who are to deploy later this year in support of coalition anti-piracy operations in the Arabian Sea region.”

Kiwis FLy Over THE Cold WATERS oF SCOTLAND

Six allied Orions line up at RAF Lossiemouth; the Kiwi Orion is at far left.

RAF Tornado GR4s. RAF Typhoon takes off. Typhoon and Tornado

The Kiwi Orion on finals at Lossiemouth. Photo: M Leith Photography
During the recent Tactical Exercise (TACEX) for 40 Sqn and its Hercules, the Squadron and the Army’s 5 Movements Company were given the challenge of parachuting a Pinzgauer Light Operational Vehicle from a C-130 flying at 750 feet. The aim was to prove that air dropping a Pinzgauer was a valid form of delivery, should it ever be needed in a tactical situation. The joint exercise, between the Army unit and RNZAF elements, was designed to qualify Air Force crews for tactical aerial drops and involved tactical low-level flying and dropping various loads at Ohakea or on the Raumai Range.

Friday 21 February was hot and clear—perfect conditions for parachuting. Personnel from 5 Mov Coy had worked for over three weeks on designing the platform needed to support the safe delivery of the Pinzgauer. LT Van der vlerk, and SSGT Lister, assisted by SGT Adams, CPL Peffers and CPL Redfern—all from Linton—worked on the rigging of the Pinzgauer for the drop.

“Getting the centre of balance correct so the vehicle comes out of the aircraft a certain way, ensuring the 11,500 pound load has enough Energy Dissipating Material (EDM) under it to absorb the pressure on impact and assessing the speed of the drop were all important aspects of our planning. We also conducted two trial tests at 1.6m height so as to be ready as possible for the real thing,” says LT Steele, 51 Platoon Commander, 5 Mov Coy.

Once loaded with the pallet holding the Pinzgauer, the Hercules conducted a 40 minute flight from Ohakea up towards Ruapehu then turned to approach the drop zone from the west. As the Hercules approached, everyone on the ground waited with anticipation.

The ramp opened, the extraction parachute pulled the platform out of the aircraft and the Pinzgauer was then seconds from landing. All three parachutes on the platform billowed opened and guided the Pinzgauer to land right next to the designated landing mark.

“We couldn’t have asked for a better result with this drop. The whole process went exactly to plan and I’m so pleased for the team because they pushed the boundaries on this drop,” says LT Steele.

Hercules co-pilot FLTLT Alex Tredrea is used to the aircraft dropping large loads; however he definitely felt the weight shift in the Hercules when the extraction chute pulled the Pinzgauer off the ramp.

“You notice a sudden shift in the weight you’re carrying and it does feel different to the other heavy loads we’ve dropped. Ex TACEX is a great opportunity to test the skills of both Air Force and Army and it’s great to get such a good result with the Pinzgauer landing exactly as it should.”

Army prepared all the loads used for Ex TACEX and delivered them to Ohakea, where Air Force then assumed ownership until the Load Masters ejected the load into the sky over the Hercules’ ramp. It was then up to Army to recover each load securely and safely. At Ohakea, SGT Poulton and his team in the Aerial Delivery Section provided a total of 39 parachutes for use during TACEX, these included G-11B’s, various Extraction Parachutes and 26’ High Velocity Parachute assembles.

LT Steele said the exercise involved a lot of trust between the two groups, “We were operating as a joint taskforce which is how NZDF is working, these days. The practice we get on TACEX could be replicated in real-life operations anywhere in the world, especially on humanitarian aid missions where it could be too difficult to get assistance to people using land movements and instead we would have to distribute aid using aircraft and parachutes.”
THE PILOT TRAINING CAPABILITY PROJECT

By WGCDR Geoff Comber

The Pilot Training Capability project is well underway. Following contract signature in January, the Integrated Project Team has been busy getting all the components of the project up and running. The team has recently been in the USA conducting planning meetings with Beechcraft and their sub-contractor, CAE. These meetings—conducted in Wichita, Kansas, Little Rock, Arkansas and Tampa, Florida—have provided the opportunity for our team to finalise how the requirements will be met and to meet with the people responsible for the delivery of their respective components.

Mr Andy Evans (Project Manager) has been impressed by the effort and progress being made at this early stage, particularly by the dedication and enthusiasm notable on the Beechcraft production line. We are expecting to take ownership of the first seven aircraft by December this year. These first aircraft will be used for training more QFIs in 2015 and conducting training, procedure development and Operational Testing and Evaluation by the Directorate of Systems Evaluation, to enable the first T-6C Wings course to start in January 2016.

The Project Engineer, SQNLDR Steve Wright, has started the certification process by validating the aircraft specification with the goal to petition for a Special Flight Permit by the end of this year. Our Project Pilot, SQNLDR Brett Clayton, has started his Validation Flying in the T-6C which—amongst other things—will enable him to conduct the Acceptance Flights as each aircraft comes off the production line.

Infrastructure. WGCDR Peter Neilson (Defence Property Group) is leading the consultants in the design phase of refurbishing No 1 Hangar at Ohakea and developing the conceptual design for the Pilot Training Centre to be built alongside the Hangar. W/O Brett Shanks is the Ohakea Project Officer responsible for translating project team’s requirements to DPG Training. Continued analysis of the training needs and development of the comprehensive integrated training solution for New Zealand is being undertaken at Little Rock under the
Production. The first tranche of aircraft are on the Beechcraft production line with the first two—as seen in the photos—having reached the stage of mating the wing with the fuselage.

Simulation. Work has begun on the construction of the two Operational Flight Training devices in Tampa, scheduled for delivery in mid-2015. Oversight of the synthetic training devices will be done by FLTLT Gareth Russell.

Flying Training. The RNZAF will soon be nominating the first tranche of QFIs to undertake six-week T-6C conversion courses in Wichita in August and September this year. These instructors will then develop and validate the training syllabi for the Wings course and the Flying Instructors course, when they return to Ohakea.

The majority of the team will return to NZ over the next few weeks to focus on the Introduction Into Service activities being coordinated by WGCGR Patch Nelson, the JPO Lead at Ohakea. FLTLT Craig Kenny and Andy Evans will remain in Wichita to oversee the production activities in the States.

This project is a combined effort by Capability Branch and MoD and the respective Project Directors, myself and Mr Frank Dyer, are working very closely to ensure the timely delivery of this new capability. Regular engagement with CO FT and 488WG will ensure that the Air Force is ready for this 21st Century training system.

On 15 April the first New Zealand SH-2G(I) Super Seaplane helicopter, NZ3611, began production flight testing at Kaman’s Bloomfield, Connecticut facility. After production flight tests, this aircraft will be used for maintenance and aircrew training.

The first flight of Seaplane in NZ markings is positive news for the teams in Connecticut and New Zealand working towards the introduction into service of the SH-2G(I) Seaplane. Peter Lowen, Ministry of Defence Project Manager, stated, “This flight of a NZ SH-2G(I) with a ‘Kiwi’ roundel represents a major milestone. The effort invested by the Ministry of Defence and the NZDF in cooperation with Kaman is now paying off.”

Two aircraft have now had the NZ modifications completed with another three aircraft undergoing the modifications. Test flying of each aircraft will follow the modification activity prior to the acceptance phase of the acquisition project.

“This milestone is significant for the program and our continued commitment to the New Zealand Maritime Helicopter Capability project,” said Drake Klotzman, Kaman’s Director, AVMR Programs. The program is on track with deliveries of all ten aircraft scheduled to be complete in mid-2015. SH-2G(I) Publications and Training material is under review between the Resident Project Team in Connecticut, Kaman and their sub-contractor, SMA, in Australia. Trainees from NZ will commence training in Connecticut in September this year.

Meanwhile in NZ, CDR Jason Haggitt (Capability Branch Project Manager) and the Introduction Into Service (IIS) Team at Whenuapai are working hard to ensure there will be a successful transition from the SH-2G(NZ) to the SH-2G(I). Their work is centred on:

- developing the training,
- establishing Mission Support systems, and
- bringing the Penguin missile into service.

CDR Haggitt and the IIS Team are planning for enhancements to infrastructure at RNZAF Base Auckland to accommodate the new aircraft, flight simulator and spares. In particular, the building for the Full Motion Flight Simulator and Mission Support—to be built alongside the existing No 6 Sqn Hangar—is on track for the delivery of the flight simulator in early 2015.
In my role as Command Warrant Officer, Logistic Support (Air) I operate as a member of the executive command team for GPCPT Mark Brunton and principally act as an advisor to his team for all the Defence Logistic Command units at Woodbourne, Ohakea and Auckland.

I have the responsibility of representing to Command any matters and issues raised by Airmen, Airwomen and our civilian employees that demand Command attention. Recent events have increased the focus on Health and Safety compliance, and have become, and will remain, a prime responsibility for my position.

In addition, I am the Maintenance Wing W/O at Woodbourne and so assist the CO Maintenance Wing (MWG) with the monitoring of technical standards within MWG and Maintenance Support Wing technical units.

On joining the RNZAF I went through Command and recruit Training Squadron (CRTS) like everyone else, although back then it was called Airmen Cadet School or ‘Boy School’. During my time, we remained at ACS for a year, completing our Basic Engineering course while the non-Tech trade personnel commenced their junior trade courses. Interestingly, our weapons (then the 7.62mm SLR) were kept in barracks, in locked gun racks in the corridors, giving us 24hr access—something that would not be acceptable today.

Although my initial years were as an Instrument Mechanic, I completed an Avionics Techs course when the five Avionic trades merged into one. At the completion of that course, I was posted to Woodbourne where I spent eight years working in No. 1 Repair Depot. This provided a solid technical background from which to draw on for the remainder of my career and was particularly useful when I posted to Auckland.

Working in the various supports units intermingled with postings to Nos. 3, 5 and 40 Squadrons kept me busy and engaged, along with building my sense of achievement that I was doing something beneficial for the country. I have also completed a tour to Timor, was posted to New York to work for the United Nations as part of UNSCOM—the UN Special Commission on weapons of mass destruction in Iraq—and have spent time in the Directorate of Career Management (DCM) as the Technical Career Manager. From there I posted into my current position; I have had a varied and very rewarding career.

Although retired from competitive sports, I take every opportunity to play social Football, otherwise I like to remain active by running, swimming or cycling, using it as an outlet to balance the daily work routine.

Thinking back over my time a lot has happened in those 40 years! I have served under 13 Chiefs of Air Force and many of the aircraft I first worked on have long been retired: the Dakota, Devon, Bristol Freighter, Strikemaster and Skyhawk, for example. Our Air Force has changed and become more compact: No. 1RD was closed as have the former bases Wigram, Shelly Bay, Te Rapa and Hobsonville. But despite those changes the values of the people I worked alongside have remained true. Our Air Force retains the knowledge and spirit of all those who went before.
The Warbirds Over Wanaka International Air Show was held over the Easter holiday, 18-20 April. The RNZAF played a full part, conducting flying and static displays at Wanaka airfield, to support the RNZAF air display mission and demonstrate the range of RNZAF capabilities in a safe and professional manner to the New Zealand public. Taking part were:

- 3 Sqn: 2 x UH-1H Iroquois
- 6 Sqn: 1 x SH-2G(NZ) Seasprite
- 40 Sqn: 1 x C-130H(NZ) Hercules
- 42Sqn 1 x B 200PL
- PTS: 1 x CT4 (on static display)
- HTU: 1 x A109 and 2 x NH90
- PTSU: Kiwi Blue parachute display team
- 209 Sqn: Ground security and ground displays

In addition to the RNZAF contingent, the now well-established air show included former military fighter aircraft warhorses, vintage machinery, homebuilt aircraft workshops, as well as aviation trade stalls. A new feature for WOW 14 was a World War One centenary commemoration, centred on the reproduction WWI aircraft of The Vintage Aviator Ltd.

Foreign military aircraft taking part were three RAAF Hawks and a French CASA 275.

The air show was very successful, despite a stormy start on Good Friday, and over 50,000 people are estimated to have attended.
The visit by Their Royal Highnesses the Duke and Duchess of Cambridge from 07 – 16 April involved significant support by the RNZAF, alongside other elements of the NZDF.

RNZAF staff participated in a number of aspects of the visit, including the Powhiri and Welcome at Government House, the wreath-laying in Blenheim, and, most especially for many of our families, a ‘meet and greet’ with Their Royal Highnesses at Base Auckland on Friday 11 April.

The Royal Welcome at Government House, Wellington, included a tri-Service Royal Guard of Honour which paraded:

• The Queen’s Colour of the Royal New Zealand Navy
• The Queen’s Colour of the Second First Royal New Zealand Infantry Regiment
• The Queen’s Colour of the Royal New Zealand Air Force

The Royal New Zealand Air Force Band under the Director of Music FGOFF Simon Brew provided the musical salutes. After the ceremony, the Governor-General wrote to our CDF:

I want to express my personal congratulations and thanks for the superb support your men and women gave to the State Welcome to Their Royal Highnesses The Duke and Duchess of Cambridge yesterday. In all respects the NZDF contingents: Guard, Band and Kapahaka delivered a masterful ceremony. The weather conditions were very trying, the eyes of the world were upon them and yet in every detail (although I’m sure someone will take issue!) your people were outstanding—something we have come to expect and see!

The whole visit was enabled by RNZAF flights within New Zealand. A Boeing 757 of No. 40 Squadron brought the Royal couple to Wellington, then carried them for the Auckland and South Island visits. On 10 April, a 40 Sqn Hercules flew the Duke and Duchess into Woodbourne for their visit to Blenheim.
Royal Visit

RNZAF Woodbourne provided the ceremonial support in Blenheim, including a Catafalque Guard at the Blenheim Cenotaph for the wreath-laying ceremony and a Quarter Guard at the Base main entrance to pay compliments to the royal couple on arrival and departure.

The Meet and Greet at Base Auckland is illustrated on pages 18-19.

Throughout the Royal Visit other elements of the Air Force remained on standby should search and rescue or other support have proved necessary.

At the Blenheim war memorial, the Duke and Duchess laid a wreath; SGT Iain Warren was the flag orderly.

Aviation was a theme of the Royal visit; at the Omaka Aviation Heritage Centre the Royal couple viewed the restored Avro Anson.
A wide shot of the 6 Sqn Hangar as Their Royal Highnesses came in to meet the assembled families. Photography by Woolf Crown Copyright.

Royal Visit

Meeting the Duke, (l to r) Mrs Maryanne Hetaraka and her son alongside W/O Brendan Lamain, and CPL Adam Breetvelt with his wife Amanda.

The Duchess spoke to FTLT Don Richardson and his wife Sharon and children Tom and Caroline (back to camera). Next to them are SGT Les Tokana, Mrs Shona Tokana and their daughter Lauren (in the red blazer).

Mrs Karen Peterson holding Xanthe (7 months), LT Jan Peterson and their son Jack, meet the Duchess, with Mrs Lucy Welham at centre.

Madeline Tilbury (in the arms of her father Jono) attracts the Duchess’s attention as proud mum Melissa looks on.

SGT Brian Phillips with his wife Melissa listen in as their daughter Ellie meets the Duke. W/O Steve Hunn and his daughter Casey stand at left.
F/S Grant Pringle and SGT Daphne Pringle (at right) with their children Lucy, Charli and Jack, as Lucy meets the Duke. SGT Donna Walker is seen in the middle, just beyond Lucy.

AVM Stockwell escorts the Duchess and the Duke from the B757 with Auckland’s Mayor Len Brown following.

SQNLDR Tracy Collins’ daughter and her son meet the Duchess; Tracey Walters and Dawn Nesbit (both of ESS Support Services) stand beside them.

The Duchess talks to (l to r) CPL Portia McCabe, LAC Matt Jenkinson, LAC Andrew White & AC Shane Brewer; with Shane is Katherine Mitchell.
On 14 April the Air Force Museum of New Zealand hosted the Duke and Duchess of Cambridge for two of their last official engagements in New Zealand. In its post-earthquake role as Christchurch’s primary convention centre, the Museum was the venue for the Future Focus of Christchurch luncheon hosted by the Canterbury Employers’ Chamber of Commerce (CECC). Together with 500 invited guests seated at 49 tables in the Museum’s main aircraft hall, the Duke and Duchess saw a video presentation showing the planned redevelopment of Christchurch. The Prince then spoke, paying tribute to the resilience of Cantabrians and saying he looked forward to seeing the city rebuilt.

The venue itself certainly struck a chord with the Prince, as he remarked that “being in a hall full of aircraft made him long to be flying again.” One of the aircraft on display was the RNZAF C-47 Dakota used to fly the Queen around New Zealand on her 1953-54 tour.

After the luncheon, the Duke and Duchess were met in the Atrium by Museum Director Thérèse Angelo, Trust Board Chairman Air Vice-Marshal Peter Adamson (Retd.) and Chief of Air Force AVM Peter Stockwell and invited to sign the Museum’s visitors’ book. They then proceeded outside—to be met with spontaneous cheers from a crowd of onlookers who had gathered at the edge of the car park.

AVM Adamson led the Duke and Duchess to the RNZAF Memorial Courtyard, where they spent a few minutes chatting to Museum staff gathered alongside. The Royal couple both congratulated staff on our “beautiful museum”—the Duke joked that he hoped we hadn’t done any “extra cleaning.
in preparation"! The Duchess took a special interest in the Museum’s children’s birthday parties and promised to bring Prince George back one day.

They then each solemnly placed a red rose on the central tablet in honour of New Zealand’s fallen airmen, and after viewing the Memorial wall, unveiled a new plaque “In recognition of all those RNZAF personnel who have served in peacekeeping missions throughout the world since 1948”. Then, with a final wave to the crowd, they got back into their car and departed for Christchurch Airport and their RNZAF B757.
A situation which had the potential to compromise aircraft safety.

fitment of a non RNZAF-authorised part, cpl Alletson has prevented personnel to miss this type of fault on systems they are familiar with.

identifying the initial defect, as ‘confirmation bias’ can often cause airframe that was not the subject of the original unserviceability.

noteworthy given the fact the defect was initially discovered on an area of interest. cpl Alletson's attention to detail is further

and diligence in discovering a defect which was on the periphery aircraft and therefore to the safety of the crews.

As a result of CPL Alletson's discovery a fleet-wide Special Maintenance Instruction was issued which subsequently found two of the three line aircraft also had the incorrect part (the numbered nut) installed. Had this defect not been discovered there was potential for the nut to work its way loose and depart the aircraft in flight or otherwise foul the nose landing gear strut. Maintenance of the nose landing gear is normally restricted to replacement at group servicing, with subsequent overhaul by an external vendor; which implies that this particular defect had probably existed for a considerable period of time before discovery.

The installed retaining nut was dimensionally smaller than the approved item and did not include the requisite ‘self-locking’ insert. In the absence of the self-locking feature, the nut had begun to loosen and would have, over time, completely unwound.

For his awareness, diligence and professionalism in identifying the fitment of a non RNZAF-authorised part, CPL Alletson has prevented a situation which had the potential to compromise aircraft safety.

For his initiative, awareness and professionalism in identifying the damage to a vital communications antenna, AC Angelo has prevented a situation which had the potential to compromise aircraft safety.

For his awareness, diligence and professionalism in identifying the fitment of a non RNZAF-authorised part, CPL Alletson has prevented a situation which had the potential to compromise aircraft safety.

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including the certification basis of the cabin restraint rings—was explored. The OPREQ had highlighted the potential of the HCM to fall outside of the aircraft with potential fatal consequences. The risk of such an incident had been mitigated by the low likelihood of occurrence and on the understanding the HCM restraint system would prevent a HCM leaving the aircraft. This hazard was potentially possible because of the poor positioning of the cabin restraint ring and use of a static restraint system which allowed an undesirable restraint line slack, when operating from some areas of the cabin. The combined configuration inadvertently required the HCM restraint ring to act as a ‘fall-arrest’ hard point, rather than performing a retention function, as it was designed to.

FLTTLT Wallace recognised the differing strength requirements between a ‘fall-arrest’ system and a ‘retention’ system and he attempted to identify and resolve any potential risks that could stem from its use. After taking into consideration the use, design and certification basis of the cabin restraint rings, FLTTLT Wallace determined that the cabin restraint ring system possessed insufficient strength to meet the requirement for a fall-arrest system and may not be able to prevent a HCM from falling from the aircraft.

Upon FLTTLT Wallace’s findings, the HTU ceased operations with the existing HCM restraint system. An alternative solution was developed and embodied to ensure the HCM would be appropriately restrained in the cabin for future operations.

FLTTLT Wallace’s awareness of his responsibilities, vigilance at the task at hand, prompt and decisive action in alerting the HTU and the Director of Continued Airworthiness Management, were integral to removing a hazardous situation. The professional and personal qualities he demonstrated throughout this incident mirror the qualities he demonstrated throughout this incident mirror the commitment and values of the RNZAF, and merit this recognition.

For his professionalism, outstanding vigilance and prompt actions FLTTLT Wallace is duly presented the Royal New Zealand Air Force ‘Well Done’ award.

The engine fire extinguisher bottles had been delivered to the transit section with the cartridges fitted. Had this state not been noticed, continued storage and handling of these items would have been hazardous. Any further interaction could have had significant consequences, especially if transported by air as unidentified Dangerous Air Cargo (DAC).

SGT Poipoi is commended for his attention to detail which prevented the possibility of a serious accident. His actions have directly led to the initiation of measures to correct a latent error extant, but not previously identified, concerning RNZAF maintenance contractor awareness of current RNZAF policy and technical publications, in relation to the correct maintenance processes of explosive cartridge activated engine fire extinguisher bottles.

For his professionalism, outstanding vigilance and meticulous attention to detail, noticing a danger that had the potential to compromise personal safety, SGT Poipoi is deserving of the Royal New Zealand Air Force ‘Well Done’ award.

LAC J.A. FLOWER, MAEROMWR

At approximately 0740 18 September 2012, LAC Flower arrived for work at the recently completed RNZAF Base Auckland Aeronautical Engineering Support Flight (AESF) workshops. As he approached the southern entrance to the building, he noticed a strong smell of diesel fumes and a large visible rainbow effect on the ground. Upon investigation, he noted that the building’s newly installed 10,000 litre diesel tank was discharging fuel from one of the fittings at the top of the tank and that the fuel was being carried into a nearby storm water drain by the light rain that was falling at the time.

Realising the potential severity of the spill, he quickly informed the Base Safety Office of the situation and then telephoned the DASH Environmental Health team and Base Rescue Fire Service. Once these phone calls were made he then took immediate actions to prevent the entry of any further fuel into the storm water system.

Utilising the site spill kit, a bund was placed around the tank to contain and absorb the spill, while rubber mats were placed over the grille of the storm water drain. Shortly afterwards, the Rescue Fire Service arrived and commenced full scale containment and decontamination of the site.

Later investigation revealed a fault in the installation of the return pipe from the AESF boilers. Overnight, the tank’s internal secondary containment had been filled and was now starting to overflow. If LAC Flower had not quickly identified and managed the situation, hundreds of litres of diesel could have entered the storm water system and caused extensive environmental damage.

It is noteworthy that other personnel must have passed the scene of the spill before LAC Flower came upon it. He is therefore commended for his presence of mind and initiative, in that he first investigated and then took the necessary actions to protect the environment and prevent the spill from getting any worse. By controlling this unexpected situation in the way that he did, LAC Flower is deserving of an RNZAF ‘Well Done’ award.

Refer NZAP 201 or the DASH intra-net pages.
Karen Langvad-Forster, widow of F/S Andy Forster, told Air Force News:

“When my husband was killed, it was an incredibly difficult time, even though we were ‘prepared for anything’ due to his pedantic planning and longevity with the military. However we could not have envisaged the financial stress of having teenagers doing tertiary education, when suddenly reduced to one income.

“The Missing Wingman Trust in their early days of inception, were amazing in their support in the form of a grant. This enabled my son to continue with his tertiary studies, thus supporting us in moving forward with the grieving process with one less worry at that time.

“Thank you, to the Trust, so very much for the awesome support and work that you do.”

Karen’s appreciation for the work of the Missing Wingman Trust (MWT) is shared by many. Over the last four years the Trust has supported sixteen families in different ways. Some have involved the death or injury of a serviceman, some have involved death or serious illness of an immediate family member.

The Missing Wingman Trust (RNZAF) is a registered charitable trust which sets out to ‘Remember those we’ve lost and support those left behind’. It is all about supporting our Air Force family, where an RNZAF employee, or one of their recognised dependants, is killed or seriously ill or injured.

SQNLDR Ron Thacker at Ohakea, says:

“Over my time in the RNZAF I have too often been involved, either directly or indirectly, in the aftermath of accidents that claimed the lives of colleagues and friends. While our organisational response to such events has improved over the years, the organisation’s ability to provide long term support to the affected families is very limited.

“The Missing Wingman Trust was formed to address this gap and to provide a means to coordinate the responses that we, as individuals, might like to make. I believe the MWT is a great initiative and that’s why I’m working with a great team of like-minded people at Ohakea to bring life to the concept.

“Our focus is three-fold; to get ‘buy-in’ from the wider Air Force community, to raise a suitable pool of funds (so the MWT can ultimately become self-sustaining) and to provide tangible support to the families of those in our immediate Air Force community who have died or suffered.”

In the last year the Trust has:

Funded head-stones and memorial plaques for individuals, families, and—more recently—the RNZAF Memorial Wall at the Air Force Museum of New Zealand at Wigram. Provided grants for university fees for families supported by the Trust. Paid for medical expenses Other welfare support such as moving house for people (both man-power and funding movers), helping get kids on school or sport trips, or Christmas hampers for families.
Our People

The Missing Wingman Trust has been amazing. The difference they have made to my family and supporting us through practical and thoughtful ways has made a huge impact on my family and me personally. A couple of instances come to mind.

When I lost my wife, Claire, to cancer in May 2010, I had no choice but reduce my working hours down to school hours which enabled me to look after my three young boys and run a home as well. Obviously my pay took a hit too.

When my oldest boy was selected to play Rep hockey for Manawatu I didn’t know whether to laugh or cry. I just couldn’t afford to let him go to the tournament … until the Missing Wingman Trust stepped in.

Thanks to the MWT, my boy was able to attend the Christchurch-based tournament with the rest of the Manawatu squad. The Trust even helped with the purchase of some contact lenses for him to use whilst playing, which he really needed. It was the icing on the cake for us.

Christmas time was tough too. The Missing Wingman Trust organised a card and gift, and a bag of ‘goodies’ for the kids: vouchers, Café vouchers, colouring books and movie passes—a few of the items. We as a family have enjoyed some very cool times and are so thankful to be able to do those things.

The Trust focuses on what they do best, flying under the radar while supporting families of service-men and -women who have lost a spouse or someone dear to them.

From the Harris Family, a truly heartfelt thanks to the Missing Wingman Trust for their continued support over the last four years.

WHAT CAN YOU DO?

Let the Trust know through a POC on your base if there is a family the Trust could be helping,

Donate $1 or 50c a pay to the Trust. For as little as $13 a year, with all of us working together the Trust can help more families in need. (see the tear-out below)

BASE POCs

Ohakea – SQNLDR Ron Thacker
Auckland – FlTLT Greg Pryce
Wellington – W/O Dave Lark
Woodbourne – maybe you? If you’re keen contact SQNLDR Tim Costley.

DID YOU KNOW?

Most families supported to date have been families of Medics, Suppliers and Armourers of the ranks AC – F/S. This isn’t a Trust just for aircrew of air accidents, it’s for everyone!

The Trust supports the families of all serving RNZAF personnel, including RF, TF and civilian. It supports Air Force families where one of the family members has died, or is seriously ill or injured. That person doesn’t have to be the serving person—they maybe the partner or dependant.

GPCAPT Tim Walshe points out that the MWT is about family.

“Our Air Force family has been impacted in recent years by a number of very public tragedies. At the same time, others of our family have struggled with less public, yet equally challenging, personal tragedies. It is normal that we want to help and rally in support, but we all lead busy lives. For those directly affected by tragedy, the future is sometimes less bright or hopeful.

“The MWT fills a niche that allows the Air Force family to remember and to help those in need, now and in the future. We have a fantastic group of Trustees who give of their time and passion to support the RNZAF family.

“In my family, we hope that with enough like-minded people to support the Trust and it grows to its potential, our Air Force family will be well-served for many years to come. That’s why my family contributes a little each pay—I hope you might join us.”

THE MISSING WINGMAN TRUST

BANK: Westpac
ACCOUNT: 03 0774 0642082 00
CHARITY NUMBER: CC50067
AMOUNT: $1 weekly/fortnightly

SGT HARRY HARRIS, NH90 MAINTENANCE, HTU

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YES!

I WILL SET-UP AN AP TO:

[Teardrop Graphic]
This year nine RNZAF personnel provided ceremonial support to the multi-national Anzac Day services at Gallipoli. The NZDF tri-Service contingent included a catafalque guard, a Maori Cultural Group and a combined Band.

W/O Cedge Blundell’s role was to coordinate the contingent, oversee rehearsals and ensure the set programme was delivered to the highest standard; he also acted as a wreath orderly.

He felt that the contingent’s battlefield tour (before Anzac Day) was instrumental in creating a real connection within the group and bridged the gap between the past and present. "We all got a feel for what the Anzacs went through, the conditions they were operating in and how our nation was
Our Air Force paraded for Dawn and Civic services on Anzac Day across the world; here are some of our people as they paid homage to our nation’s past.

forged here in a place half a world a way where many thousands died”, he said.

**LAC Sarah Henderson** played the Last Post at the Anzac Day services—the first time a woman has been the bugler. “As a bugler in the military, playing at Gallipoli was a tremendous honour.” She has a special connection to WWI; her Great Grandfather fought in the war, becoming a POW.

Like many young Kiwis **SGT Reece Tamariki** had a general understanding of the Gallipoli campaign but wasn’t prepared for how emotional he would feel. “Visiting Anzac Cove, knowing men my age and younger had landed with little understanding of what would unfold; it made a huge impact on me.”

**OBJECT OF THE MONTH**

*By Michelle Sim, Archives Technician*

**1991/265.6 - CANTERBURY FLYING SCHOOL PILOT’S BREVET**

Metal Canterbury Flying School pilot’s brevet. White “NZ” against blue enamelled background, surrounded by “CANTERBURY FLYING SCHOOL”, with a red King’s crown at top and provision for split pin on reverse.

This brevet belonged to William (Bill) Henry Blythe Buckhurst, the 56th student pilot to graduate from Sir Henry Wigram’s Canterbury (NZ) Aviation Company flying school at Sockburn, Christchurch, on 9 April 1918. After graduating, Buckhurst embarked for England. He arrived too late to see service in World War One, but still went on to join the RAF, receiving his commission in February 1919.
The centenary of WWI is significant not only for the cataclysmic events that shaped our modern world, but because ‘The Great War’ saw the birth and growth of air power. Aircraft were vital for reconnaissance in 1914, by 1915 they were essential for artillery spotting, in 1916-17 the battle for air superiority became dominant and by 1918 most facets of modern airpower were being employed over battlefields on land and sea. As we commemorate the First World War we in the Air Force can also celebrate the rise of air power.

**NEW ZEALAND AND THE FIRST WORLD WAR 1914 - 1919**

By Damien Fenton, with Caroline Lord, Gavin McLean and Tim Shoebridge. *Reviewed by Judith Martin, Editor of Army News*

New Zealand and the First World War was commissioned by the Ministry of Culture and Heritage as part of the multi-agency Centenary History of New Zealand and the First World War and features more than 500 images, as well as letters, postcards, fold-out maps, and ephemera—tickets, passes, instructions and the like—that can be pulled out and read before being carefully placed back in their holder.

This stunning tome takes the reader on a journey from the outbreak of the war, and onward to this country’s experiences in Egypt, Gallipoli, the Sinai, Palestine, and the battles of the Western Front: the Somme, Ypres, Messines and the battles of 1918.

The book describes the horrors of the trenches, events at sea, and New Zealanders in the air. There are chapters examining how disease ravaged soldiers, and the war that was waged against killers such as typhoid, cholera and dysentery.

Fenton leaves no aspects uncovered: he looks at what was going on at home during the war years, with women playing a vital role and how New Zealand supported the war effort. He includes the Armistice and Occupation, the peace treaties, and repatriation and rehabilitation.

The war impacted on the lives of everyone in New Zealand at the time. Fenton’s book, with which he was ably assisted by Caroline Lord, Gavin McLean and Tim Shoebridge, is a stunningly fitting tribute to those who gave their all. This book deserves to become a family heirloom.

Peter Hart has researched the Royal Flying Corps’ war and three of his books are noteworthy:

**SOMME SUCCESS**

Leo Cooper 2001 and reprinted Pen and Sword, UK. 2012

Hart takes a detailed, look at the Royal Flying Corps’ part in the Somme Campaign of 1916. Aerial reconnaissance and artillery spotting were already integral to the ground war; over the Somme the battle for air superiority became vital.

**BLOODY APRIL**


The offensive at Arras in April 1917 was a success in the context of the Western Front. The defences our troops overcame were revealed to the planners by the heroic efforts of the RFC; but the superiority of the Germans’ Albatross made it a bloody campaign for the British aviators.

**ACES FALLING**


By 1918 the first ‘aces’ were public icons: von Richthofen in Germany, James McCudden and Edward Mannock in Britain. But the aces were pushed to their limits - high altitude flying without oxygen eroded their health; inner fears tortured them. Hart chronicles the cost of air combat to the individuals in the cockpit.
Reviewing a 40 year-old book may seem unusual, but this book proves the value of libraries and the permanence of the written word. AG Lee was a 22 year-old newly qualified pilot in the RFC when he was posted to France to join No. 46 Sqn near Ypres in May 1917. No. 46 Sqn was newly equipped with single-seat Sopwith Pup fighters, after flying two-seat Sopwith 1 ½ Strutters on artillery observation duties. The previous month the RFC had just endured ‘Bloody April’ when the fast and maneuverable German Albatross fighters had shot down scores of British aircraft over the Western Front.

Lee began a series of frank letters to his wife, and continued to write regularly for the seven months of his front line combat tour. The letters survived through to the 1960s when he edited them, and supplemented them with information from his diary and logbook, for this book.

The letters vividly portray air combat of the time, and Lee’s progress from novice to combat veteran, his growth as a leader and the realities of the war in 1917. But the book also contains lessons for today’s air power practitioner: the importance of leadership from the top (a visit to the Squadron by (then) General Trenchard is vividly described); the value of gallantry medals as recognition of individual and unit achievement, the need for training and the careful introduction to combat for newcomers, along with the importance of monitoring the aircrew and their reactions to combat stress. Lee himself shows the strain and is lucky to have squadron mates and a sympathetic medical officer who saw him reaching the limits of his resilience.

In addition to his letters, Lee writes three important appendices:

- the failure of the RFC high command to produce better combat aircraft earlier (instead, the pre-war BE2 series was placed into mass production);
- what the ‘offensive spirit’ really means - it’s not simply ‘territorial’ always flying over the enemy’s territory – and;
- why the RFC failed to provide parachutes to its pilots during the war. Lee’s own research reveals a grim tale of the RFC’s high level leadership failing to be in touch with their pilots or the reality of rapidly evolving air combat.

Lee’s letters from 19197 remain fresh, insightful, and now, with the WWI centenaries upon us - of enduring interest. This book deserves to be re-printed.

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Peter Hart is a UK-based historian who has written extensively on WWI. In this single volume he outlines the war on both the Eastern and Western Fronts, the impact of the ‘sideshows’ at Gallipoli, Iraq, Italy and Salonika, as well as the naval war and the growing effects of the air war. Hart gives a balanced view of the conflict across Europe; it is not just a British-centric book. He reports on France’s bloody battles and Russia’s huge efforts - despite its fragile government.

Hart integrates the story of the rise of the air forces into this history, which is recommended as an excellent introduction to this historic conflict.
FROM FLAB TO FAB
– TEAM OHAKEA’S BODY OVERHAUL

By Miss Kristina Arnold, Physical Trainer (Civilian), RNZAF Base Ohakea

This year 110 Ohakea personnel (military and civilian) embarked on a 12-week Flab to Fab body overhaul. Weekly classes were included with team challenges each fortnight to provide some healthy competition. Participants were regularly weighed and measured, to gauge their progress.

All taking part were given information booklets as well as a nutrition PowerPoint, to aid their goals. They handed in ‘food diaries’ which were scrutinised to ensure appropriate changes for maximum weight loss. The teams were tested on their nutrition knowledge.

For many, this 12-week programme was as much about fitness and confidence as weight loss. We saw 70+ people at circuits during the first few weeks and—more impressively—saw over 50 still attending circuits right to the end of the programme. By making this a team competition, people were motivated by their peers, ensuring no one was left behind.

I felt like a proud parent on each weigh-and-measure day, seeing the smiles on people’s faces at how well they had done. Many said they felt more energized and were sleeping better, which is great!

Prizegiving was the opportunity to showcase the effort they had all put in. In total, over 200kg and 40 metres were lost, with the biggest loss of one individual being 22kg! Thank you to all of those who supported us with prizes:

- Barkers Menswear: to the first four males: Robert Crisp, Karl Brown, Dave Pryce & Gordon Schofield.
- New Balance: vouchers, for the teams with the most points and the highest percentage weight loss, along with the trainers’ choice and people’s choice awards.

By Vikki Ambrose, Defence Dental Directorate

ORAL HEALTH
—WHAT’S THAT ON MY TEETH?

By Vikki Ambrose, Defence Dental Directorate

What is the white stuff that you find on your teeth near the gums? It is plaque—the accumulation of bacteria attaching themselves to your teeth. It is the soft, fuzzy feeling stuff you can feel on your teeth with your tongue.

When you eat or drink, the plaque bacteria eat the sugars in your food and drink. As a result they produce acid, which lowers the pH of your mouth and starts to dissolve the enamel in your teeth. It takes up to an hour for the saliva in your mouth to bring the pH levels back up to the pre-eating levels. This means it is best not to sip or snack too often as each sip or bite means another hour for your mouth to return to normal. Once you’ve finished eating it is best to chew sugar free gum for about 20 minutes as this helps to neutralise the acid, reduces bacterial growth.

Plaque can be easily removed by brushing your teeth with a soft toothbrush. If not brushed away it starts to harden, after 48 hours. If you don’t brush properly (or don’t brush at all) it will become hard and form tartar that can only be removed by your dental hygienist. Tartar irritates the gums, becoming gingivitis, leaving gums red, swollen and bleeding. If untreated it will develop into periodontitis, severe gum disease that can result in abscesses, pain and tooth loss. If you have any symptoms of tartar, gingivitis or periodontitis visit your dentist as soon as possible.

Don’t leave that plaque to grow, brush your teeth twice a day, floss regularly, chew sugar-free gum after eating/dinking and visit the dentist yearly for your check up. Drink water and snack on fruit and cheese. Cheese can help protect your teeth against decay.

Brush, Floss, Chew, Check; four simple steps help to keep plaque at bay, keep your pearly white smile, and keep you fit to be deployed. Don’t let your unit down; keep your oral health and be fully fit for deployment. 

Actress Kerry-Lee Dowling of TV2’s Shortland Street shows her ‘fit for deployment’ smile!
The annual RNZAF Sports awards were held as last month’s Air Force News went to print. This month we celebrate the major award winners.

SP ORTS PERSON OF THE YEAR
— MR MATTY COLE, O HAKEA

Mr Matthew (Matty) Cole has been an integral member of the Ohakea Rugby League fraternity for some years; over the 2013 season Matty has represented Base, the RNZAF, the NZDF and the Central Province as a player, an administrator and an ambassador of Rugby League. His passion for the game is visible to all.

In June 2013 Matty was selected as captain of the NZDF team to contest the Defence Rugby League World Cup, in a tournament against the UK, France and Australia. It was a successful tournament with our team finishing second behind Australia. On his return home Matty was scouted by one of the local Manawatu teams. After an outstanding season he was then picked for the Central Vipers Provincial Team.

In August 2013 the Ohakea base team contested the Inter-Base Rugby League tournament; Matty was on the committee, the trainer and Captain. The next month he was selected for the RNZAF squad to contest Inter-Services.

He assisted the trainer and was Captain. Matty led the team to second place; the Air Force’s best finish in years.

Matty has also represented Base and the RNZAF in Rugby Union. Last year he proved his versatility as a loose forward as well as being a back-up for the backline. As due acknowledgement of his outstanding efforts, Matty was selected for the RNZAF Inter-Service side. Matty created havoc for the Army and Navy men in the tightly contested Services tournament!

Matty also captained and coached the Wellington side for Inter-Base Football.

Off the field Matty is always keen to help the clubs raise money and he generally is at the forefront of social activities. Matty demonstrates the essence of RNZAF Sport through his playing ability, administrative support and leadership, and in his passion to see all competitors in sport able to prosper.

SP ORTS ADMINISTRATOR OF THE YEAR
— ‘ROOSTER’ TURNER

L B ‘Rooster’ Turner displayed a high level of commitment to sports administration within the NZDF and his local community. Rooster has been heavily involved in Volleyball, for Marlborough, RNZAF and the NZDF. Rooster has also again dedicated a large amount of his own personal time to developing teams within the local region.

He was manager, player and coach for the Woodbourne base teams. Rooster went on to be selected as Manager and Assistant Coach for the RNZAF Women and then Manager and Assistant Coach for the NZDF Women’s Volleyball team.

He was also Coach/Manager of Marlborough U/17 Beach Volleyball Team at NZ Age Group Nationals, Coach of Marlborough U/18’s at the Inter-Provincial Indoor Volleyball Championships, Coach of Marlborough Girls’ College Senior B side up to and including NZ Secondary Schools’ Indoor Volleyball Nationals and Coach for Marlborough Girls’ College Junior B, including South Island Secondary Schools Volleyball Championships. These roles saw him spend countless hours after work and most of his weekends inside the school gymnasiums preparing and coaching his teams.

Rooster is a member of the Marlborough Volleyball Committee and an Executive member of the Tasman Volleyball Association. With all his commitments to both the NZDF and the local community overlapping, he has had to prioritise his life with sport, work, and family commitments.

Rooster has a real passion for the sport and is keen and willing to assist and help develop the code and individuals, in both a coaching and administrative capacity. Without his sterling efforts in these areas throughout year, Volleyball within Marlborough and the NZDF would not have been as successful as it has been.

Rooster has also been involved with Woodbourne Basketball for Inter-Base. He now works behind the scenes (allowing the new generation to lead the attack) whilst ensuring the sport remains strong both at Woodbourne and within the RNZAF.

In summary Rooster epitomises the RNZAF values and commitment in fostering sport. His determination and drive to develop successful team environments is proof of his passion and willingness to understand and commit to those players around him.
The RNZAF Women’s Volleyball Team was awarded Sports Team of the Year after another outstanding 12 months, winning the 2013 Inter-Services tournament and retaining the Burnham W/Os and SNCOs Cup for an eighth consecutive year.

The RNZAF Women’s squad, with a mixture of youth, experience and not a lot of height, had a solid build up at their training camp. Under the guidance of their Coach, Mr Nelson ‘Baz’ Belzile and Manager, Mr Lawrence ‘Rooster’ Turner, the team worked hard to ensure they were well-placed to commence the Inter-Service competition. With a STAR (Sacrifice, Teamwork, Attitude and Role Playing) strategy and a plan to build on each performance, the team were eager to start.

The competition was a hard-fought one, with excellent numbers and experience levels in each Service. In the first round robin, the RNZAF Women eventually came away on top, but only after giving away a set to each opponent. The second day our women came out firing and won each game in convincing style, not dropping a set.

The final day saw Army square off against Navy to see who would meet the RNZAF in the finals. Navy, with the home court advantage were too strong for their Army opposition. With a lot of pride on the line the RNZAF Women warmed up while it was standing room only in the gymnasium. Their Navy counterparts were well gelled as a team and on a high. The Air team took this in their stride and focused on the game. They never faltered and showed their class, taking out the championship 3-0. In the last set, SQN lDR Jackie Searle, playing as

NZAF Volleyball had a successful year with both Men’s and Women’s teams winning their respective Inter-Service titles. Both teams demonstrated player strength and teamwork that is required to dominate in this sport. Inter-Service tournament trophies for most valuable player (MVP) were awarded to CPL Jack Wheeler and LAC Alfie Walter, and Mrs Rachael O’Neill.

Success at Inter-Services resulted in strong NZDF representation, with the Air Force providing the NZDF Men’s coach, NZDF Women’s coach and manager, six men’s players and five women’s players on the squads that went to the NZ Volleyball Nationals.

**SPORTS CODE OF THE YEAR**

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**VOLLEYBALL**

**AT LOCAL BASE LEVEL:**

**Woodbourne** had two teams in the local Premier Grade indoor Competition during the first term and took the title. Woodbourne raised three teams for the second term; two in the premier grade and one in social grade with Woodbourne gaining second place in Premier grade. LAC Joel Wiapo was named player of the season. Woodbourne also has members fulfilling roles for the local Volleyball community such as coaching, refereeing, and committee appointments. Base volleyball club members were also involved in the fledgling beach volleyball circuit.

**Ohakea** made great progress within the game with a number of players competing in the civilian competition and attending club trainings throughout the year. This had a positive effect for Inter-Base and a well-established group of experienced players were able to impart knowledge to those trying Volleyball as a new sport. With well-planned trainings, interest and participation within Ohakea base soared. The Base’s Men’s team went on to win the Inter-Base competition; the first time Ohakea had won since 2005.

**Base Auckland** had players in local indoor and beach competitions and several players training with civilian clubs. Although hampered with having to utilise off Base locations for training, Auckland fielded strong teams for both men and women at Inter-Base.
SQNLDR Susie Barns ran the London Marathon on 13 April; she represented the UK ‘Breast Cancer Care’ charity, “The people of London really know how to support this event, the crowds were simply awesome, and the other 35,000 (or so) runners were also inspirational. I can honestly say I really did enjoy the atmosphere, and the experience is something I will never forget. Spotting family and friends in the crowd—no small feat on the run—gave me a huge lift! I raised just under £1,500 for the Breast Cancer care charity.

Donations can still be made via: HYPERLINK http://www.justgiving.com/Susie-Barns

Inter Services Football, including O35s, is currently scheduled to take place in Auckland from 18 – 22 August. Personnel from all three Services aged 35 and over represented the NZDF at the New Zealand Masters Games Football competition held in Dunedin back in January/early February. Five games, over three days, against teams from the 23 civilian teams entered from all over New Zealand—our aim for the competition was to finish in the top 8 or better. Ultimately the NZDF O35s played off against the North Otago Deception team, but lost, gaining 8th place overall.

Any players who feel inspired into ‘dusting off’ their boots and representing their Service at O35s level should contact their single service O35s Football rep.

Mr Baz Belzile accepts the Code of the Year award from CAF

The heart displayed by the team, their pride in representing the RNZAF and the skill, sacrifice, teamwork and attitude portrayed by all make the 2013 RNZAF Women’s Volleyball Team a worthy recipient of the RNZAF Sports Team of the Year award.

No. 8, served 8 consecutive points which saw the team out to an unassailable lead.

Mrs Rachel O’Neill was awarded the Women’s Most Valuable Player trophy.

Several of the RNZAF Women were selected for the NZDF squad: Mrs Rachel O’Neill, SQNLDR Jackie Searle, SGT Terraine Hollis, Mrs Nga Rodgers, CPL Hayley Ireland, LAC Ash Thurston and LAC Jess Earnshaw. Mr Belzile was appointed the NZDF Coach.

The NZDF squad was invited to the National tournament, held in Auckland in late August. Having received the wooden spoon the previous year the team was determined to improve. Through hard work and perseverance they gained a creditable eleventh from fifteen teams in the 2nd division of the Nationals tournament.

The RNZAF Women’s Volleyball Team epitomises why sport is played within the RNZAF and NZDF, promoting comradeship, esprit de corps and involvement at all rank levels and age. Achieving success eight years in a row is a significant achievement for any team, particularly for Women’s sport within the NZDF. While it is hoped the team will be able to extend this record in 2014, their eight-year milestone is deserving of notice by the wider sporting fraternity.

The heart displayed by the team, their pride in representing the RNZAF and the skill, sacrifice, teamwork and attitude portrayed by all make the 2013 RNZAF Women’s Volleyball Team a worthy recipient of the RNZAF Sports Team of the Year award.
**WorldSkills National Competition**
03-06 July
Hamilton
RNZAF personnel from the aircraft maintenance trade are encouraged to enter; you must still be under training, or recently graduated and born in 1990’s.
Contact: W/O Dave Dean on (349)7982 or dave.dean@nzdf.mil.nz
Winners may be invited to the 2015 International WorldSkills Competition in Sao Paulo, Brazil.

**Reunions**

Laucala Bay Personnel
A reunion for all personnel who were stationed at Laucala Bay, Suva, Fiji.
27th, 28th February & 01 March, 2015
Blenheim
Please register with:
Mary Barnes: mellen1@xtra.co.nz, or
Terry Pullman: Stamper1@clear.net.nz.
Terry Pullman, Secretary, RNZAF Marlborough.

No 75 Squadron Biennial Reunion
30, 31 May, 01 June
Christchurch
Celebrating our Squadron’s history:
75 (home) RFC 1916-1919
75 (Bomber) RAF 1937-1940
75 (INZ) RAF 1940-1945
75 RNZAF 1946-2001
Secretary: Glen Turner
Mob: 021732835
Email: 75sqqn.assnz@windowslive.com
Web: www.75squadron-raf-rnzaf.com

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

Base Auckland Aviation Sports Club—Gliding Section
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: FTPFT Mike Ward (DTelN 399 - 7011)
Weekly newsletter:
http://www.ascgliding.org/WarmAir/page15.htm

**The Douglas DC-6**

Three Douglas DC-6 airliners were operated by No 40 Sqn from 1961-68. The DC-6 was developed in 1944-45 as a pressurized version of the DC-4 (C-54) with a longer fuselage and P&W R-2800 engines.

Douglas designed the DC-6 for one-stop service across the USA in only 10 hours (faster than the Lockheed Constellation). The new airliner first flew in February 1946 and entered commercial service that June. But two fires grounded the type for four months; the cause was a fuel vent, just ahead of the cabin heater air intake, which allowed avgas fumes into the heater.

After 174 DC-6’s were built, Douglas further stretched the design as the DC-6A (freighter) and DC-6B (passenger) versions then the Korean War sparked military orders—production continued until 1958. Some of the USAF C-118s flew through NZ in support of Operation Deep Freeze.

One fault in the cockpit layout (inherited from the DC-4 and repeated in the subsequent DC-7) was that the flaps and undercarriage levers were next to each other and looked the same. The potential for a fatal mistake, when landing or taking off, was high.

British Commonwealth Pacific Airline formed in 1946 by Britain, Australia, NZ and Canada, provided trans-Pacific services from Vancouver to Sydney and Auckland. BCPA operated four DC-6’s until 1953 when a fatal crash at San Francisco destroyed one. The next year BCPA was wound up, with its routes and most of its staff going to QANTAS, and the three remaining DC-6s going to TEAL (the NZ-based overseas airline).

TEAL operated the three DC-6s from May 1954, basing them at Whenuapai (which was Auckland’s international airport until 1966). The airliners flew Auckland – Sydney; Christchurch – Melbourne (Essendon) and through Fiji to Tahiti. After TEAL purchased new Lockheed L188 Electras in 1959 the DC-6s were stored at Whenuapai.

RNZAF. The three aircraft were transferred to the RNZAF in May 1961, to supplement the Hastings transports of 40 Sqn. Numbered NZ 3631, -32 and -33, they began operations that month, with TEAL captains initially flying with the RNZAF crews.

NZ 3632 made the type’s first overseas flight for the RNZAF to Singapore (RAF Changi); the airline–standard comfort and facilities on board were a revelation to servicemen who had been used to the noisy Hastings.

With the planned arrival of the new C-130 Hercules, the RNZAF sold NZ3632 and -33 in 1964. They flew for a Canadian operator until they were converted to water bombers in 1972 for forest fire-fighting. They remained in this role until 1993. Meanwhile NZ3631 soldiered on, flying its final trooping flight Singapore – Auckland in June 1968.

**Final Fates**

NZ3631 was sold to Laos; subsequently it was leased to an Indonesian company and in 1972 crashed, with 6 killed.

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### Douglas DC-6: Tech Specs

<table>
<thead>
<tr>
<th>Crew</th>
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<tbody>
<tr>
<td>Passengers</td>
<td>48 to 56</td>
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<tr>
<td>Wing span</td>
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<tr>
<td>Length</td>
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<td>Height</td>
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<td>Powerplant</td>
<td>4 x 1340 kW (1800 hp) Pratt &amp; Whitney R-2800 18-cylinder twin row radial piston engines</td>
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<tr>
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<tr>
<td>Cruising speed</td>
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<tr>
<td>Range with max payload</td>
<td>2610 nm (4835 km)</td>
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<td>Max range</td>
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</tbody>
</table>

A 1961 scene at Whenuapai as a DC-6 is prepared for departure as an NAC Vickers Viscount takes off. The DC-6 is being serviced by (l to r) a Bedford Articulated Refueller, a Thames or Bedford covered truck, the ground power unit and a second Bedford Articulated Refueller. A female soldier and nursing officer are about to embark at right.
28 ROLES.
ONE BIG
WHANAU.

STEP UP AND SEE WHAT YOU CAN BE

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AIR FORCE