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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Editor
Richard Jackson
Pn 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
• writer’s name, rank and unit
• photos provided separate from the text – at least 300dpi.

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An NH90 flares before landing at Wanaka during its display at Warbirds over Wanaka on 19 April. The month before, the RNZAF NH90 fleet passed 1000 hours of flying (see page 28) and the fleet continues with the introduction into service programme.

PHOTO: GAVIN CONROY
As ACC I would like everybody to have an operational focus and my role is to support you in delivering operations. Supporting deployed operations will be my highest priority.

We have a great opportunity with Operation TIKI III, the deployment of the P-3K2 to the Gulf of Aden and Indian Ocean later this year, to showcase our true RNZAF and NZDF operational strengths in a coalition environment. The detachment is around 55 people but only 40% of those will come from No 5 Squadron. We have people from across the RNZAF and NZDF planning and supporting the mission, reiterating the need for us to be much more joined up in our daily roles—across the squadrons, across the bases, across the Air Force, and across the NZDF.

To better support our operations we need to change the way we operate through, and that begins with improved command and control.

At the heart of any military operation is command and control. We now need to adapt our Air Force command and control structures to better suit our operating environment. I aim to emphasise clear command and control principles so you all know who you work for, have a clear command intent, and can then use your own command initiative to get the mission achieved.

I should emphasise that I have no desire to micromanage! Mission command is all about giving you the intent and letting you crack on with the job at hand. My command expectation is that you will all continue to operate to the highest standards of airworthiness, using sound command judgement.

There will be clear accountability at all levels, and that starts with me being accountable for my role as ACC to COMJFNZ and CAF, and to you. Improved command and control simply requires us to apply the same discipline we do in the air—where we use checklists, apply standard operating procedures, and operate under the command of a single person (the aircraft captain). So this is nothing revolutionary!

I hope you will embrace a return to some simple command philosophies while continuing to evolve your own 21st century leadership styles.

It is now time to also operationalise our Air Force. Looking beyond the Introduction Into Service phases, we need to look for opportunities for each Squadron in giving people something to focus on. So whether it is the first Wings Course with the Texan T-6, or a readiness training activity on the Herc, give your people something which can excite and motivate them. With our new and upgraded capabilities and our talented people we have a real window of opportunity.

It is a really exciting time to be ACC. If the last two months are anything to go by, I can tell you it won’t be dull!
CDF’S FIVE

A SINGLE PLAN FOR THE NZDF
Implementing the DMRR – investing in smart capability, focused on excellence

If we are to be the Force for New Zealand that we want to be, we need to be working to one plan – one vision of the future.

The recent Defence Mid-Point Rebalancing Review (DMRR) conducted with the Ministry of Defence and central agencies has provided long-term investment certainty for Defence. We have a clear picture of exactly what defence capabilities can be delivered for a given level of funding. There will be investment in improved capability, as was signalled in Budget 2014. There must also be a focus on continually improving Defence affordability. This is about delivering organisational excellence and is directly related to a priority below about stronger leadership, better governance and improved management.

This is entirely consistent with our Future 35 Strategy. The second phase of our F35 Strategy, 2015 – 2020 has always been about ‘enhanced combat capability’. Now is the time to clearly state what we mean by this and to commit to the pathway to achieving the plan. Work on this single detailed plan is underway. The elements of this plan are found in the DMRR, the NZDF’s Four Year Plan and will be in our Annual Plan, and supporting plans such as our workforce plan, capability plan, and finance plan. This work will be complete later in 2014, and I will share it with the organisation when it is finished.

FOCUSING ON THE DELIVERY OF OUR CORE MILITARY SKILLS
towards the tasks expected of us by Government and the people of New Zealand

What is clear is that as an organisation we must be focused on what makes us unique and special, that is, the delivery of our core military skills. A secure New Zealand is critical to our country’s economic and social well-being. A strong economy and a prosperous workforce are predicated on protecting New Zealanders, securing

A WELL EARNED REPUTATION AS A FORCE FOR GOOD

The Service person holds a unique position of responsibility in New Zealand society. We are the organisation charged with protecting the interests of our country. In this we are a force for New Zealand. In doing so, if need be, we use deadly force in the discharge of this duty. Given this weighty role and responsibility, it is right that people in the military are held to the highest standards.

In recent months there have been two summary trials that involved the issue of booby traps and their potential use by operationally deployed NZDF force elements. It is not my intention to comment on the outcome of either of those trials, however, I wish to reinforce the commitment of the NZDF to compliance with the Law of Armed Conflict and the numerous treaties entered into by the Government of New Zealand that regulate the methods and means of how the NZDF operates in a time of conflict. New Zealand is a committed state party to, and fierce champion of, the Ottawa Convention on the Prohibition of the Use, Stockpiling Production and Transfer of Anti-Personnel Mines and on their Destruction; and the Convention on Certain Conventional Weapons and its Protocols. Both of these treaties regulate and in certain cases absolutely prohibit the use of certain weapons. The ban on the use of anti-personnel mines is one such absolute prohibition. It is not general practice to comment on matters relating to Rules of Engagement but on this occasion I take the opportunity to confirm that the Rules of Engagement used by NZDF personnel in Afghanistan were entirely consistent with international and domestic law. Nothing in the Rules permitted or authorised the use of indiscriminate or prohibited weapons – nor would they. Our efforts in Afghanistan to avoid unnecessary or indiscriminate civilian casualties has been of the highest standard. The safety of New Zealand forces and the protection of civilians in the battlefield remain two mutually compatible and achievable principles to which the NZDF is committed. The NZDF trains its forces to the highest possible operational standard, including training and qualification in the Law of Armed Conflict. The NZDF does not train its personnel in the use of prohibited weapons or the unlawful use of permitted weapons. I will continue to support our deployed troops in any lawful way I can. I will not however support the use of indiscriminate weapon systems.
our borders and our Exclusive Economic Zone. New Zealand’s present and future prosperity is also inextricably linked to a stable and peaceful international security environment, particularly in our immediate region.

Therefore to meet the requirements of the New Zealand Government and expectations of the New Zealand public, the New Zealand Defence Force must be a modern, professional military force designed for combat, yet capable of responding across the full spectrum of operations. A capacity to do combat related tasks is the fundamental imperative of a Defence Force. While the use of military force is an option of last resort, in a sometimes violent world there are occasions when its use is appropriate and necessary.

Our priority must be the delivery of our frontline capabilities to ensure Government is provided with military response options that lie at the heart of our national security.

3 GROWING THE PEOPLE WE NEED and better supporting our military families

I see a significant area where we can and must do better is how we grow the people we need. Specifically, we need to be building a sustainable force generation model delivering the necessary people capability and capacity.

You’ll know we are successful when we’ve got the people we need with the skills and experience for the job.

We know we want a Defence Force which reflects the diversity of the wider community. The recent report on uniformed women in the NZDF has given us a blueprint for ensuring there are no barriers to women being successful. We have more work to do to ensure we are firstly attracting, and then keeping the people we need, reflecting the diversity of the community they are drawn from. All of this is about caring about our people. Similarly, the push for improved safety systems and culture which began in 2013, needs to deliver tangible benefits on the ground.

Within this people priority I’ve also specifically highlighted the need to better support military families. My goal is for military families to feel better connected to the Defence Force, and have greater access to information delivered through channels appropriate to them.

4 GREATER PARTNERING with other agencies and other militaries

My fourth priority is around greater partnering with other agencies and militaries. We will be working closer and sharing more information with our partner agencies from across Government. NZDF will be considered integral through the contribution we make to managing risks to New Zealand’s security through Defence policy and diplomatic activities.

Our key bilateral and multilateral military relationships, in particular in the Pacific, and with the United States, Australia, China, ASEAN (especially through the ADMM+ group) and Europe, will be contributing to New Zealand-INC priorities.

A new Defence White Paper in 2015 will likely reaffirm New Zealand’s strategic relationships in the context of subtle shifts in the balance of power since the last White Paper. While I do not expect the task of preparing the next White Paper to be as onerous as the last, it will require our commitment to ensure that Government policy is well informed by our experience and knowledge.

5 STRONGER LEADERSHIP better governance; and improved management

The final priority is what I’m broadly calling stronger leadership. But it’s more than just leadership, it’s also about better governance and improved management. Part of this is about growing leaders. I’m wanting to establish development opportunities and competitive selection processes that ensure there are credible and viable candidates for all senior positions. Government requires confidence that the NZDF has the succession-planning necessary to ensure a pool of talented future leaders are available to meet the challenges of organisational leadership.

At the more management/governance end, I want good governance and rigorous oversight of our projects leading to successful delivery and implementation. I want to increase the confidence of Government and agencies in the NZDF, and this will be achieved by providing timely strategic and military advice that is based on robust analysis of the issues, available options and fiscal implications that enables Government to make their policy decisions.

PRESERVING AIR FORCE CULTURE VITAL

I recently spent a great day at Ohakea with the folk from Pilot Training Squadron. It was really terrific to see such a professional group going about their work, but also enjoying what they did, and each other’s company. It was the same feeling I got when I visited the Helicopter Transition Unit (HTU), walking the hangar and later sharing afternoon tea with the Maintenance Support Squadron.

These powerful impressions I took away are matched with recent survey data which points to Air Force’s morale, and engagement both growing over the past two years while intent to leave trended down. At the heart of results like these is the special culture unique to your Service – what attracted you to the Air Force in the first place and which inspires you to do your best for the person alongside you every day.

Your Air Force culture is as unique as the uniform you wear, the language and names you use, and the badges and insignia you wear. These are all important symbols. That special identity must be preserved. As Chief of Defence Force I see a crucial role for me supporting your Service Chief maintaining those characteristics that make the Air Force special, and which ultimately supports you being our experts over the air domain.

Over these two pages I have set out my priorities for the Defence Force as a whole, so you have clarity as to the direction we are all headed. But within this direction, Air Force will be mapping out where it contributes to these goals, and our Future 35 strategy. So we can be unified in our approach – the more “joined up” you have probably heard your leaders talking about, without losing what makes the Air Force great.
As the ceremony began, A vM Stockwell was accorded a taupaepae (escort party) as he was still our Chief and had met the original challenge when taking up the role as CAF (in 2011). The taupaepae was an acknowledgement to him for all his support during his tenure as CAF. The formation of the escorts was the matakahi, or wedge, battle formation, used to penetrate an enemy line.

As AVM Yardley arrived, he was given the wero (challenge) to see whether indeed he was ready to take up his new role. His arrival was accompanied with Karanga from both sides—his party and the escort with A vM Stockwell—which provided the spiritual blanket for him as CAF and us as his Air Force.

The Korowai (cloak) a highly prized garment worn as a mantle of status and honour. The cloak becomes empowered with the prestige and mana of the owner with its standing increasing each time it is worn. It is often seen as a means of identification, acknowledgement and connection to the people, to the land.

For the Change of Command ceremony, both the outgoing and incoming Chiefs wore korowai. For AVM Stockwell, his korowai was the more traditional huruhuru (feather) type provided by RNZAF Base Auckland, and for AVM Yardley, he wore the contemporary korowai of the RNZAF.

The RNZAF korowai is unique to us through its colours, but more importantly the story it tells. It tells of Te Awhiorangi, the adze that separated Ranginui (the Sky father) and Papatuānuku (the Earth Mother) creating the world of light, and so creating the third dimension in which we, the RNZAF, operate.

During the wero for AVM Yardley a taki (dart) was laid, and by stoping to uplift it he was acknowledging to us that he would take up all challenges that we will face as an Air Force now and into the future.

The haka pōwhiri of ‘Toia mai’ was then performed. This symbolised all in the Air Force pulling him in the canoe into the role of CAF.

**TOIA MAI**

<table>
<thead>
<tr>
<th>Toia mai</th>
<th>Drag in, pull</th>
</tr>
</thead>
<tbody>
<tr>
<td>Te waka</td>
<td>the canoe</td>
</tr>
<tr>
<td>Ki te urunga</td>
<td>to the entry</td>
</tr>
<tr>
<td>Ki te moenga</td>
<td>to the berth</td>
</tr>
<tr>
<td>Ki te takoto runga ai</td>
<td>Up to the resting place</td>
</tr>
<tr>
<td>Takoto ai</td>
<td>Set it down</td>
</tr>
<tr>
<td>Te Waka</td>
<td>the canoe</td>
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Once completed, the line separated allowing AVM Yardley to take up the taupaepae waiting on the other side and he was escorted to AVM Stockwell for the military change of command and the traditional handing over of the CAF’s sword.

On completion of this the haka ‘Te Tauaarangi’ (War Party of the Sky) was performed to them both.

The Korowai (cloak) a highly prized garment worn as a mantle of status and honour. The cloak becomes empowered with the prestige and mana of the owner with its standing increasing each time it is worn. It is often seen as a means of identification, acknowledgement and connection to the people, to the land.

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Multi-National Exercise

The deployment to Scotland for Exercise JOINT WARRIOR was the first time No. 5 Sqn could exercise the P-3K2 and its systems in a complex ASW and surface environment. The deployment was affected by various factors, including the search effort for the missing Malaysian airliner. Members of the RNZAF detachment contributed to this joint report on...

JOINT WARRIOR 14-1

We departed Whenuapai in NZ 4204, which was fresh out of a Phase servicing, and headed for RAAF Pearce. We conducted an airframe swap with the crew which were assisting with the MH370 search, and picked up SQNLDR Hogan, who was our QFI for our round-the-world deployment.

Pearce to Butterworth (Malaysia) took 10 hours, as we flew the long way around to conduct a radar search along the track of MH 370. Between Malaysia and Dubai the trip was smooth; however over the hot sands of Saudi Arabia we learned that our diplomatic clearances had not been fully accepted. We tried to resolve the situation via VHF radio and the Satphone, calling back home, as our fuel gauges ticked down. We turned back to Dubai where the next few days were spent on the phone, organizing our way forward.

Many thanks to the NZDF staff at Kiwi Lines for hosting us as they did. Five days later we received clearance to overfly Jordan and Israel, so we headed off without further incident to beautiful Souda Bay in Crete. The following day took us over Greece, Italy, Germany, the Netherlands, and into Scotland, with impressive views of the Swiss Alps and other landmarks on the way.

We were met by WGCDR Nick Olney (previous CO 5 Sqn and our Air Attaché in London) and our maintenance crew, who offered the usual banter about turning up fashionably late!

We rolled straight into the exercise briefing, where we found out that one of the three submarines had gone to assist in the search for MH370. The other two submarines were diesel electric boats from Norway and the Netherlands, both extremely quiet and capable craft on which to test our skills.

The first sortie was busy, and in an unfamiliar environment. The amount of information that can be produced by our sensor suite, combined with excitement of the operators, meant we frequently overloaded ourselves—and learnt some valuable lessons about operating in a war-fighting environment. The crew showed rapid improvement through the next flights and their perspective is told below with points of view from the “dry” (Electronic surveillance equipment) and “wet” (radar, optics and acoustics).

THE DRY PERSPECTIVE:

With above water—ASuW—tasking, we normally work with a friendly surface fleet against ‘Hostile’ group, with the goal of providing our friendly units with the Recognized Maritime Picture (RMP) of everything out there from fishing boats and merchant ships to the hostile units.

This is a relatively simple task to complete when flying in a sunny day. The challenge arises when the weather deteriorates, there is the threat of (exercise) hostilities and required stand-off distances. In that case the electro-optic camera may be of limited value and our electronic support equipment comes into its own for target identification.

JOINT WARRIOR provided our crew with the challenge of picking through a multitude of signals, and using them to detect and locate some 30 different warships and a number
Multi-National Exercise

of airborne units, based on their radar signals and despite the very busy electromagnetic spectrum. That experience allowed us to increase all our skill levels, so we can be confident of reaching the bench marks our coalition partners expect.

THE WET PERSPECTIVE:
The west coast of Scotland is a ‘submarine-friendly’ environment, with shipping traffic as well as the many warships charging about—plenty of ambient noise that a sub can use to their advantage. Despite this we managed to track the sub for a significant period of time during a direct support task for the friendly battle group. All things considered it was a successful and enjoyable exercise for the wet operators.

For radar, the west coast of Scotland is a exceedingly complex environment to operate in—many small islands, rocks and lighthouses as well as shipping contacts. However the capability to use radar imaging to sort and classify the various radar returns makes the P-3K2 notably more efficient. This exercise allowed our crew to gain experience with a wide range of vessel types, compared with what we see in our usual operating areas.

The acoustic loggers have to type what is being said over the intercom into a ‘narrative tab’, which can mean typing up to 10 words per minute. All of this while daydreaming about destroying a sub as well! Once the calls are logged the Tactical Coordinator will read them and think of tactical things such as “I could prosecute the submarine without all these tweets!”

After hours of furious typing, loggers will often take a break and cook something in the galley. Strangely, at this time priority is given to throwing the aircraft around at very low altitudes at high speed—instead of holding a straight and level path to make it easy to carry the coffees around. Then, everyone refuses the food you have just cooked up because they are too busy to eat.

On one sortie, the windscreens cracked—most blamed it on the Co-Pilot for using the windscreens as a mirror while combing his hair! We had to drop two planned sorties, while our maintainers tracked down a windscreens from our American counterparts, along with screws and a seal from the Canadians. With the RAF making room in a heated hangar, our maintenance team did great work to get the new window in and tested.

RETURN TO NZ
We departed on time after exercise completion to head home via CFB Greenwood in Canada. There we were hosted by FLTLT John Leeder, an RAF officer on exchange with the Canadians—he had previously completed a tour at 5 Sqn. The stopover at Greenwood was a good opportunity to interact with our Canadian counterparts and talk ‘maritime’ at the home of the RCAF maritime patrol community.

The next day we transited to CFB Comox, another Canadian Aurora (ie RCAF Orion) base. A day off allowed us to do a bit of sight-seeing; one of our team nearly trod on a metre-long black and yellow snake … In good Kiwi fashion, the others present immediately attempted to relocate the snake, not knowing if it was poisonous or not! Others went fishing and the Co-Pilot caught his first salmon. A commendable effort, but he did not share it with the rest of the crew…

Refreshed and rested, we headed to Hawaii, and then home to New Zealand with a refuel in Samoa.

It has been a number of years since 5 Sqn has been to an exercise in the UK. It was a steep learning curve with many valuable lessons, both in terms of getting a P-3 around the world and, for refining our tactics, techniques and procedures in a complex warfighting setting. It will stand us all in good stead for the forthcoming operational deployment to the Arabian Gulf area.
The planning for OP WISTERIA 02 started late last year. A huge team effort was required to make sure all the details were covered—an interagency team including representatives from the NZDF, Department of Prime Minister and Cabinet, the Visits and Ceremonial Office Department of Internal Affairs, NZ Police, and Government House, along with various ground transport, media and logistics specialists. We spent months prior to the tour visiting various sites, preparing the itinerary and refining the overall plan.

All that was done in parallel with a huge internal effort by the NZDF, including HQNZDF, HQJFNZ, 488 and 485 Wings, 40 Squadron, HTU, 3 Squadron, 42 Squadron, 209 Squadron and the Operational Support Wings, as well as support from our Army and the Navy. I apologise if I have left anyone out; this was a large operation requiring a big team effort from many throughout the NZDF.

The Tour itinerary dictated the air transport requirements—with an overall ‘hub-and-spoke’ concept to various parts of New Zealand, each from Wellington. This enabled the Duke and Duchess to be back with Prince George at Government House in Wellington most nights, while still seeing as much of New Zealand as could be managed during their 10-day stay. The schedule included visits to the Wellington region, Blenheim, Hamilton, Auckland, Dunedin, Queenstown and Christchurch. Although this itinerary added some challenges, overall it offered a unique opportunity for our Air Force, with the Boeing 757, C-130, NH90, P-3K2, B200 King Air, and UH-1H Iroquois all planned into the mission.

The Royal family were picked up from Sydney early morning on 07 April, in our immaculately clean Boeing 757, and flown to Wellington for the official welcome. Unfortunately the back-up Boeing 757 had a problematic avionics fault and the Squadron’s maintenance team spent over 370 man-hours before they finally found the needle in a haystack (a broken wire). Our back-up jet came up trumps when it was needed later in the tour. Big thanks to SQNLDR PC Cockerton, W/O Rastrick and the team for their determination and patience in finding the fault.

The flight from Sydney on the primary Boeing 757 went well, but the miserable weather into Wellington kept the pilots on their toes. For a while Ohakea was likely to be the first port of call.
for two future Kings! Fortunately our crew found a break in the weather to land at Wellington, and the Duke and Duchess were suitably welcomed to New Zealand—and to our climate.

The weather continued to work against us, with the low cloud resulting in the cancellation of the NH90 helicopter flights that were scheduled to take the Royal delegation to a local area lodge. Unfortunately the bad weather persisted, with the return trip a couple of days later also being cancelled. When a well-qualified Royal Air Force helicopter Search and Rescue pilot tells you “It ain’t happening”, then there is not much more we can do!

I really feel for HTU and the team for missing out on their opportunity to meet the Royal couple and not play their planned role in the operation. We understand there is significant enthusiasm from the Duke to fly in an RNZAF helicopter next time around—hopefully HTU and 3 Squadron will get their chance in the future.

The next stop was Blenheim and, we believe, the first-ever RNZAF C-130 flight with members of the Royal family in the cargo compartment. The look on the Air Loadmaster’s face when she was told that the Royal couple would not be travelling on the flight deck, but in ‘the boot’, was priceless. Our team did a great job, ‘dusting off their best blankets’ to make the flight as comfortable as possible for the quick flight across Cook Strait to Woodbourne.

The pressure was on 40 Squadron as the Royal C-130 had only just returned from the Solomon Islands flood-support mission. Both HTU and 42 Squadron provided the back-up aircraft for the day. The Royals completed their day trip to Blenheim and were taken back to Wellington and to see Prince George—this time electing to travel in the flight deck.

Hamilton and Auckland were next with the air transport plan running smoothly and both Boeings available. The family meet-and-greet at Whenuapai went well, with the Royal couple relating easily to family life in the military.

The next phase of the trip began with a flight to Dunedin. Great work by W/O Dave Milne and the Air Movements team at Rongotai ensured an efficient early morning ‘Royal One’ departure, after herding 56 media personnel on board ahead of the Duke and Duchess. From Dunedin the tour proceeded to Queenstown overnight.

The RNZAF Boeing 757 now holds the record for the largest aircraft into Queenstown—a record it could be holding for some time soon. But, it took a significant amount of planning, attention to detail, by 40 Squadron, Queenstown Airport, and Airways NZ, as well as a pre-tour practice flight.

The Royal couple enjoyed sitting in the flight deck flying into Queenstown, on what was a beautiful, blue sky day. The following day the Boeing took the Royals to Christchurch and then back to Wellington. This was their last RNZAF flight before flying to Australia courtesy of the RAAF. Overall, the tour was a success and the Royal couple very much appreciated the efforts of the NZDF in supporting their first family visit to our shores.

I personally can’t thank enough all of those involved across all of the supporting units who helped make OP WISTERIA 02 an enjoyable and successful operation. This was a big team effort, and the significant amount of hard work that occurred in the background is not forgotten. A personal thanks to FLTLT Garth Magnussen as the Air Transport Officer—his many hours of work kept the trip running on rails throughout. We all shared a collective sigh of relief once it was all over, but looking back it was certainly an enjoyable and rewarding experience. I expect the Duke of Cambridge will not forget he missed out on his helicopter flight, the next time he is here!

The flight from Sydney on the primary B757 went well, but the miserable weather into Wellington kept the pilots on their toes.
Parachute Training and Support Unit

PARACHUTING IN ARIZONA

By CPL Vanessa Pollard PTSU

The Parachute and Training Support Unit (PTSU) deployed on Exercise CASA GRANDE 14 in Arizona, USA, during February and March. The exercise is designed for Free Fall Training at a large civilian Drop Zone at the town of Casa Grande. Arizona is ideal as it is well known for unbeatable parachuting weather; as well this site there is a vertical wind tunnel.

As a new PJI, I was lucky enough to be part of the Military Free Fall course which began with simulator training using the wind tunnel to practice basic free fall skills. The aim was to get a feel for the body positions needed to safely move around the sky relative to other free-fallers.

We practised our basic stability, turns, fast falling, slow falling and other essential skills. Freefall in a wind tunnel is tiring; a two minute flight is enough, before rotating out. Once we’d got used to free fall in a tunnel we were ready for the real thing.

Basic Free Fall (BFF) training was conducted from a Short SC7 Skyvan. The twin engine aircraft can carry up to 20 jumpers and has large rear door for the ramp.

I had completed my BFF course previously and was able to carry out continuation training while the initial course jumps were taking place.

Once the course completed BFF, I joined them in progressing onto jumping with combat equipment. We loaded up our Parachute Drop Bags (PDBs) with 30 kgs of soil, to simulate an operational load. The weight and bulk alters your body position drastically and having it strapped to you during freefall is daunting.

To help us adjust we went back to the wind tunnel for ‘equipped training’, learning to adjust our technique to maintain a steady body position. Then it was time for the real jumps from the Skyvan, including some night jumps.

Overall it was a busy, satisfying, exercise and we still managed to make a trip to the Grand Canyon. Awesome!
A contingent of six riggers and one SNCO from the Personnel Parachute Bay at Base Auckland took part in the intensive 35-days exercise in Arizona, to provide technical support to the RNZAF Parachute Training Support Unit and NZ Army paratroopers.

The team supported five different types of jumps—military freefall course, dispatchers, tandem masters, freefall conversion course, and Kiwi Blue (our RNZAF parachute display team). This involved working with four particular types of parachutes: Talon, Telesis, MC5 and SOV3—the SOV3 is used especially for tandem jumps.

SGT Nige Berry was the SNCO leading the team and he was impressed with the professionalism and expertise of his six riggers, given the high numbers of re-packs required over the 24 days of jumping.

“We packed 976 parachutes in total and the SOV3 was repacked 50 times alone. The SOV3 is the hardest parachute to pack because it is the largest. Depending on the skill of the rigger and the type of parachute, a parachute can take between 10 and 30 minutes to repack. As the exercise went on, the repacking time decreased as the team honed their packing skills to become a well-oiled machine.”

Starting at 0800hrs each day (after successfully negotiating the American side of the road!) the team prepared for between four and six jump sorties daily. Each rigger is allowed to pack up to 15 parachutes per day and this limit was reached on a few occasions during the exercise. Night sorties were also run, adding another dimension for both the packers and the jumpers.

SGT Berry says the environmental conditions at Arizona were a challenging aspect of the exercise because it was hot and dry with no humidity. The lack of humidity meant the parachutes tended to stay inflated for longer during packing therefore making it a little tougher to get them into the deployment bags.

“We use zero porosity canopies and to get the air out of them we have to lie on the canopy to squash the air out through the seams before packing them any further. This exercise is a great learning opportunity for riggers because we can’t replicate these conditions in New Zealand.”

Working six days on and then one day off throughout the exercise, the team was based in Casa Grande, almost midway between Tuscon and Phoenix in Arizona. They were able to travel to both cities, and to the Grand Canyon, on their days off.

For SGT Berry the highlight of the trip was perhaps also the biggest success “This was the third consecutive year where there were no parachute packing related flight safety events. This shows that we are achieving outputs and are training our staff to a very high standard.”

With thanks to Natala Low, DCG
Eighty RNZAF personnel and three chefs from 1 (NZ) Brigade (Burnham) deployed to Nelson for Exercise WISEOWL 98 in early May. The exercise provided an opportunity for trainee military pilots to operate from a remote location—for many it was the first time they had worked away from Ohakea.

“This year seven trainee pilots from the 13/2 Wings Course participated in WISEOWL. This group started training in pursuit of gaining their RNZAF Wings in October 2013 and when they arrived at WISEOWL they had at least 30 flying hours logged,” said Detachment Commander SQNLDR Ben Stephens.

SQNLDR Stephens explained WISEOWL is set up to simulate a deployed operational environment as closely as possible, “Having to deal with the extras that come with tented living and rougher conditions gives the trainees a small taste of what a real deployed operation is like. It’s a stressful time for the trainees and fatigue can play a part, but we need to test their mettle and ensure they can handle high pressure situations.”

As a former Nelson boy himself, SQNLDR Stephens is pleased to be able to bring the exercise to Nelson, “This is a great location for flying and the Nelson public are always big Air Force supporters. The Open Day we ran at the camp (on Saturday 10 May) was a huge success—over 5000 people came to see what we do, look at the aircraft, view the displays and interact with our people.”

For the Operational Support Wing, 209 Sqn and 1(NZ) BDE chefs, Ex WISEOWL was an opportunity for their personnel to practise their skills on deployment. The different aspects of the deployed camp are described by some of the staff.

**GROUND HEALTH AND SAFETY**

One-man-band W/O Ashley Wilson likened his role at WISEOWL to setting up a small town and everything that goes
with it, including being the ‘town mayor’ and holding regular meetings. Good pre-planning by the leadership team on WISEOWL and a robust risk management plan meant there were no incidents during the exercise.

FORCE PROTECTION
The core duty of the Force Protection unit was to provide security for the camp and the aircraft. The team of six personnel worked in shifts throughout the exercise. The Physical Training Instructors in the Force Protection team led the camp exercise sessions and organised adventure training activities including sea kayaking.

CAMP MAINTENANCE
The maintenance team comprised four personnel from the metal and machine trades and they set-up the camp’s water treatment facility, conducted water testing and carried out any facilities management needed throughout the exercise. Everyone at the camp appreciated the hot showers, cold water fountains and laundry facilities, all set up by the team.

GROUND SUPPORT EQUIPMENT TECHNICIANS
This team of two had numerous duties to keep them busy throughout the exercise including: setting up and maintaining the generators, maintaining the fuel equipment and refuelling the heaters and generators throughout the camp.

AIR CIS
Two CIS technicians supported the exercise and were on hand to problem-solve any IT issues. Providing access to the NZDF information exchange, and the internet, were two important requirements for the exercise.

MEDICS
The two Medics, LAC Spinks and Coffey, were to ensure preventative measures were in place to avoid any gastro or cold/flu outbreaks within the camp. This was the first WISEOWL experience for both medics and they were equipped to deal with everything from a minor ailment through to a worst-case scenario.

THE ARMY CHEFS
"Army chefs are the best," was a common catchphrase at meal times as SSGT Orlowski and his team dished up morale-boosting delicious food day after day. Their homemade bread and delectable desserts were likely reasons why the Force Protection exercise sessions were so well attended!

The flying aspects of WISEOWL will be in next month’s AFNews
Honours and Awards

**QUEEN’S BIRTHDAY HONOURS**

**OFFICER OF THE NEW ZEALAND ORDER OF MERIT (ONZM)**

Air Vice-Marshall Peter Stockwell AFC has been made an Officer of the New Zealand Order of Merit in this month’s Queen’s Birthday Honours for his exceptional qualities of leadership, initiative, dedication, managerial skill and outstanding devotion to duty, demonstrated throughout his long career in the RNZAF. He retired as Chief of Air Force in April and in his time as CAF he played a key role in the Defence Reform Programme and oversaw the introduction into service of four new aircraft types.

AVM Stockwell enlisted into the Air Force in January 1973. He served with No.41 Sqn (Bristol Freighters) in Singapore and No 40 Sqn in Auckland in the 1970s. In 1993 he was posted as CO of 40 Sqn. In 1996, he was posted to Canada as the NZ Defence Advisor. In 2003 he deployed to Tampa, Florida as the NZDF Senior National Representative at the US Central Command. In 2004 he was appointed Deputy Chief of Air Force, a position he held for three years. In 2008 he was appointed Assistant Chief Strategic Commitments and Intelligence at HQ NZDF. He was promoted to AVM and appointed Commander Joint Forces NZ in 2009, a position he held for two years before becoming Chief of Air Force in 2011.

Congratulations to our NZDF colleagues awarded the Distinguished Service Decoration (DSD):

**Lieutenant Colonel Richard Weston MNZM, NZ Army**

LTCOL Weston led the strategic reconnaissance for the extraction of the Provincial Reconstruction Team from Bamyan province. He was then appointed to command the theatre extraction operation. He assumed command of Kiwi Base and maintained the security of the area until he and his team departed on the last aircraft.

**Captain Dominic Wylie, NZ Army**

CAPT Wylie was the Afghan National Security Forces Liaison Officer for the duration of the final New Zealand contingent deployment to Bamyan, Afghanistan in 2013.

**Warrant Officer Richard Henstock, RNZN**

As the Weapons Engineering Warrant Officer in HMNZS TE KAHA WO Henstock has made a major contribution to the operational effectiveness of his ship, to other Royal New Zealand Navy fleet units, and to ships of the Royal Australian Navy.

**GUILD OF AIR PILOTS AND NAVIGATORS AWARD**

In April, the New Zealand branch of the Guild of Air Pilots and Navigators awarded SQNLDR Chris Andrew the Guild’s sword, to recognise his high level of commitment and his professionalism for the Introduction Into Service of the RNZAF’s NH90 helicopter fleet.

SQNLDR Andrew is a key member of the NH90 IIS team; his association with the project began in 2003 when he was posted to Air Staff as a member of the Helicopter IIS project. He was selected to fill the NH90 Project Acceptance Test Pilot, which saw SQNLDR Andrew and his family based in France for almost four years on secondment to the Ministry of Defence.

In preparation for this role SQNLDR Andrew attended the French Test Pilot School.

SQNLDR Andrew then excelled as both the NH90 Acceptance Test Pilot, and as the RNZDF OAA representative. He also provided excellent advice and support to the NH90 Project Engineering Manager. SQNLDR Andrew was highly respected by personnel across multiple organisations involved in the NH90 project, including Eurocopter, the Australian Defence Force and other NH90 customer nations.

SQNLDR Andrew was indentified to fill the Flight Commander Medium Utility Helicopter position. This required him to complete his own NH90 conversion in France while concurrently completing his MoD duties.

Since his return to NZ in 2011 SQNLDR Andrew remains a key figure in the IIS of the NH90. He has a wealth of experience in all aspects of the NH90, and has exceptional knowledge of the aircraft and its systems. He provides highly effective leadership to all NH90 aircrew, with excellent prioritisation and effective delegation to ensure the most critical tasks are completed in a timely manner. He maintains an excellent focus on flight safety, and on a number of occasions has cancelled or delayed sorties to allow his crews more time to prepare for flight.

SQNLDR Andrew has spent a total of nine years dedicated to the IIS of new helicopter types, predominantly the NH90—he remains passionate and enthusiastic about the project. SQNLDR Andrew is a deserving recipient of the GAPAN Sword.

The Award was presented by AVM Stockwell, CAF, at a dinner attended by senior officers of the RNZAF and the Chairman and members of the Guild. See photo on page 20.
The NZDF Command and Staff College hosted fifty young leaders from the Sir Peter Blake Trust Environment Leaders Forum, at Trentham Military Camp in late April.

Over the past year the Staff College has developed its engagement with the Trust, and as part of this mutually beneficial strategy, the Trust approached the College to provide a practical leadership activity for the 15-17 year-olds.

“Our relationship with the Sir Peter Blake Trust is a way for us to give back to the community and help enrich our youth, while at the same time giving them a fresh opportunity. The Blake young leaders get to see our NZDF officers, other Government Agency partners and international officers leading—and learning new things about themselves—in a practical environment,” said SQNLDR Bernadette Pothan, a member of the College Directing Staff.

The participants, chosen by the Trust from hundreds of eager applicants nationwide, were briefed by Command and Staff College course members on the Functional Leadership Model (PICSIE*) before being split into groups and given a series of physical tasks to complete.

Command and Staff College student Mr Tom Leask said the tasks provided plenty of challenges, with some interesting approaches being taken.

“Some of the tasks were about planning, while others were about controlling. They emphasise different skills, and we saw some very creative thinking.”

The College has this year introduced the new contemporary Command, Leadership and Management (CLM) Studies paper (as part of the Masters in International Security) delivered by Massey University. Working in partnership with the Sir Peter Blake Trust this activity provided an ideal platform to put CLM learning into action.

The Trust has donated a new ‘Leadership Award’ to the Staff College that will be presented to the course member who demonstrates not only a sound understanding of leadership, but—importantly—the ability to lead with vision and courage in the true spirit of Sir Peter Blake. Selection for the award will involve the academic results from the CLM Studies Paper, behavioural observations throughout the course (in particular from debates and tutorials) and observations from events such as the leadership activity with the Sir Peter Blake Trust young-enviro leaders.

The Sir Peter Blake enviro leaders debriefed their week-long forum activities in The Grand Hall of Parliament to MPs, Trustees and sponsors and it was clear that their time with NZDF Command and Staff College was one of the highlights of their week. Many went home with a new understanding of what the NZDF does and a number of the participants expressed a real interest in joining one of the Services.

* PICSIE: Planning, Initiating, Controlling, Supporting, Informing, Evaluating

By Nicole Munro, Defence Communications Group
On 27 May the Chief of Air Force announced that Warrant Officer Mark Harwood would take up the role of Warrant Officer of the Air Force (WOAF) on 03 June. W/O Harwood has replaced W/O Dennis Moratti in the role, which is an integral part of CAF’s senior leadership team.

W/O Harwood joined the Air Force in 1975 and has had a long and distinguished career, being promoted to Warrant Officer in 1998. As a W/O he has filled a wide range of roles:
- General Service Training School Squadron Warrant Officer,
- East Timor Detachment Camp Warrant Officer,
- No. 40 Squadron Warrant Officer,
- Command Warrant Officer Maintenance Wing and
- Flight Commander Logistics Manpower and Training Centre.

W/O Harwood has been based in Auckland since 1993. He was made a Member of the New Zealand Order of Merit in recognition of his work in coordinating No. 40 Squadron’s Sumatra tsunami relief effort in 2004/5.

W/O Harwood said he is looking forward to the challenges of his new position, particularly with the upcoming projects that will have a wide impact across the RNZAF, like the introduction of the new Pilot Training Capability.

“"The focus for me is our people, and giving AVM Yardley a feeling of what is happening in the ‘engine room’ by providing strong communication,” he said. "

CAF’S CONGRATULATIONS
AVM Mike Yardley, Chief of Air Force, congratulated W/O Harwood on his new position.

“I welcome him and look forward to serving with him during his tenure. W/O Harwood’s personality and experience make him an ideal appointment for this position and I believe he will be a great addition to our senior team.

“At this time I would also like to acknowledge W/O Dennis Moratti for his service of more than three years as WOAF. I know that as WOAF he provided great support to AVM Stockwell and was a respected representative and leader of our Air Force. On behalf of you all, I thank Dennis and look forward to his continued service for our Air Force.”
W/O KEVIN OTTO
Command Warrant Officer, HQ 485 Wing

Bula,

As Command Warrant Officer 485 Wing, I am a member of the executive staff of the OC 485 Wing. My job is to be a conduit between the Command (CAF & WOAF, and OC 485WG) and our Wing personnel, on matters affecting the command, leadership and management of the RNZAF and, in particular, those units that work under the 485 Wing umbrella: Numbers 5, 6, 40, 209, & 230 Squadrons, and PTSU.

I aim to keep my eyes and ears open for all matters that affect and concern the units within 485 Wing, (including the Wing HQ). The topics I am interested in (but are not limited to) the health, welfare, standards and discipline of non-commissioned ranks, as well as issues pertaining to morale and conditions of service in the RNZAF.

I rely heavily on your unit Warrant Officers and officers to keep me up-to-date on the issues in your neck of the woods. You are also welcome to contact me directly and I welcome it—my door is always open. A word of caution; it is always important to work through your chain of command. I appreciate the opportunity and privilege to catch up with those who wish to talk with me.

The Wing itself is not an intimidating place, and to dispel the myth of it being the ‘ivory tower’ or ‘up on the hill’ we extend an invitation for anyone to come and visit us. This also helps to foster understanding of what is done here and how it affects all in the Wing. You will be greeted by friendly staff who are always happy to see new faces up here, as well as their work-day ‘erudite’ colleagues.

A bit about me. I was born in Fiji and I come from a Tech background, so being here at 485 Wing in a predominately Aircrew environment has been challenging—but rewarding. I have gained understanding of what happens here and also had the opportunity to pass on the view through a different lens. My postings to Nos. 3, 5, 6, & 40 Squadrons over the years have also helped with my appreciation of how the operators operate.

In fact the best times for me have been on the Squadrons, where it all happens. My first overseas trip as an LAC was in 1989 with 5 Squadron, for a Fincastle competition in the UK. When I was on 40 Squadron, we undertook the deployment and resupply runs to Mogadishu for 42 Squadron. As well, I undertook various trips to Australia, Canada, Croatia, the Pacific Islands, South East Asia and the USA. I deployed with our helicopters in HMNZ Ships WAIKATO, CHARLES UPHAM & TE KAHU to the various parts of the Pacific Rim. My RNZAF career so far has been a blast!

I am privileged now to have a role where I can help make a difference based on my experiences, command direction, and your input. I look to talking with you.

OBJECT OF THE MONTH
By Michelle Sim, Archives Technician

1989/074.1 - Pathfinder Force Badge

Pathfinder badge belonging to Flight Lieutenant William John Muir Low Barclay DFC, DFM. FLTLT Barclay, of Dunedin, was a Navigator with the famous 617 (Dambusters) Squadron, as well as 156 (Pathfinder Force) Squadron RAF.

The Pathfinder Force was formed within RAF Bomber Command in August 1942 with the purposes of “route marking, locating and ‘marking’ enemy targets and to carry out diversion raids”. It was made up of highly skilled and experienced bomber crews, all of whom volunteered for this elite but very dangerous work, which placed them at the forefront of the main bomber force.

When they became proficient in target marking, crews were awarded the special Pathfinder Badge temporarily. Provided they maintained this high standard, however, the Badge was awarded to them permanently and they were permitted to wear it with their medal ribbons.

At least 159 New Zealand airmen were awarded the Pathfinder Badge during WWII.
FTLT Craig Kenny standing at the Beechcraft production line on 21 May, with T-6C 01 for the RNZAF.

As a mark of respect for the occasion, the Chief of Navy RA Jack Steer wore his korowai to the RNZAF Change of Command on 30 April. Here he talks with VCDF, AVM Kevin Short.

CPL Bevan Hobman and CPL Andy Ridler lower the RNZAF Ensign during the ‘Beat Retreat’ ceremony at Ohakea, marking the Air Force Anniversary.

SQNLDR Chris Andrew stands with the GAPAN Sword, awarded to recognise his extensive contributions to the introduction into Service of the NH90 fleet.

The Iroquois helicopters of No. 3 Sqn continue to take part in a wide variety of exercises and activities. Here one of the Squadron’s UH-1H takes part in the Navy’s multi-national Mine Counter-Measure Exercise earlier this year; a wet-suit clad diver is brought to shore.

The Air Force Māori Cultural Group seen as they took part in the RNZAF Anniversary commemorative church service at the Wellington Cathedral of St Paul on 31 March.
Our People

Chaplain SqnLdr Stu High hands the British Commonwealth Air Training Pennant to an ATC Cadet before it is marched out of the Cathedral with the RNZAF Queen’s Colour and Squadron Standards.

The Base Auckland contingent of the Band of the RNZAF perform ‘Beat Retreat’ at Whenuapai as Base Auckland marked the RNZAF Anniversary.

Radio New Zealand regional reporter Alison Hossain was given a flight in an Airtrainer during Exercise WISEOWL at Nelson. She retained her broad smile for hours afterwards, saying the flight was the highlight of her year so far!

FGOFF Matt Lemmens adopts Scottish headgear during a visit to an old castle near Lossiemouth when he had a break during Ex JOINT WARRIOR (see story p 8)

A panorama of Nelson Airport during the WISEOWL open day.
Photo: Gavin Conroy

SqnLdr Susie Barnes, Keega Hipango (great-grand nephew of FGoff Johnny Pohe) and CAPT Richard Pinfold after the commemorative service for the Great Escape at Zagan, Poland, on 24 March.

Young Lucy Welham, in the arms of her Mum, meets the Duchess of Cambridge at Whenuapai on 11 April, as proud Dad, FLT Darryn Welham, looks on.
In April the Royal Aeronautical Society (RAeS) New Zealand Division presented its annual awards for 2013. These awards apply across the aviation industry and this year a number of serving RNZAF staff received awards, along with a number of former RNZAF personnel, at the RAeS awards dinner.

IAN J DIAMOND AWARD 2013

This Award is awarded to a young aviation professional wishing to embark on a course of higher academic study leading to a tertiary qualification in an aviation-related subject and with the firm intention of participating in New Zealand aviation.

LAC Ryan Courtney Lebeau Davie is undertaking extramural study for a Bachelor in Engineering Technology (Mechanical) from AUT and will graduate in June 2014, with an A average. As part of his studies he has conducted a major project in ‘Corrosion monitoring and modelling of atmospheric environments at NZ Defence Force bases’.

He worked very closely with the Defence Technology Agency (DTA) and was selected to represent AUT at an IPENZ event, where the five engineering universities in Auckland present their projects to a panel for judging. LAC Davie’s presentation was well executed and he achieved a third place award.

LAC Davie has worked very hard to complete his studies while employed on a busy operational Squadron. He intends to use his recent experiences working on 5 Sqn to pursue a Postgraduate Diploma in Business and Administration (Management) at Massey University.

LAC Davie is a very focused individual who is constantly working towards a higher level of expertise within the RNZAF Engineering community. He is a worthy recipient of the Ian James Diamond Memorial Award for 2013.

GEORGE WATT AWARD 2013

This Award was established by GPCAPT George Watt to recognise outstanding technical merit which enhances the efficiency of the RNZAF.

Sergeant Simon Dudley Jones has made outstanding technical contributions to Avionics Squadron and the wider RNZAF while providing excellent maintenance support to 5 Squadron. Not only has he delivered a repair and test facility for the P-3K2’s Data Management System with very limited resources and information, he has also made a huge contribution to the resolution of the satellite communication system issues.

SGT Jones was tasked with assessing the COMSATCOM configuration and providing a solution to meet this capability requirement. This was difficult due to the age of the equipment, NZDF COMSEC requirements, and the requirement to fault-find an ISDN Satellite link. SGT Jones showed great tenacity and was able to reconfigure the complex components and achieve the milestone of connectivity and data transfer from the test aircraft to the Air Operations Centre.

His achievements as the Senior NCO in charge of Computer Systems are outstanding. As a direct result, the RNZAF now has the capability to test and repair many of the Line Replaceable Units, thereby reducing the number of items in the repair loop, increasing operational efficiency and reducing costs.

SGT Jones’ zeal and devotion to duty have enhanced the operational capability and overall availability of the P-3K2 and he is deserving of the GPCAPT Watt Award.

MICHAEL J NEVILLE/BOEING AEROPLANE COMPANY AWARD 2013

This Award was established as a memorial to Mike Neville, Company Solicitor at Air New Zealand Ltd, with a donation from The Boeing Airplane Company. The award is made to a young person employed in aviation in NZ who demonstrates excellence in work ethics, values, application and results, and has the intention of further study.

Corporal Jason Scott Read is about to commence his final year of study towards a BE(Hons) in Electrical & Electronic Engineering at AUT. Thus far CPL Read has achieved above average results; although only in his third year of study toward this degree, he has already been awarded an A+ on completion of the Level 8 (Year Four) Industrial Project.

CPL Read is a highly capable technician who achieves invaluable results for Avionics Squadron. He can be relied upon to put time and effort into learning about new equipment, writing procedures and
in-service fleets, which examine each fleet’s state of airworthiness.
The NZDF Airworthiness Authorities, and manages Review boards for all
ways each unit has conducted their business.
last twelve months have seen some significant improvements in the
Airworthiness. The Unit comprises twelve personnel in two sub units,
demonstrated a commitment to continuous improvement, consistently
striving for excellence, of themselves and the whole RNZAF.
The RAeS Kestrel Trophy is awarded to the RNZAF Airworthiness
Review & Compliance Assurance Unit. The unit’s members have
demonstrated a commitment to continuous improvement, consistently
striving for excellence, of themselves and the whole RNZAF.
The Airworthiness Review & Compliance Assurance Unit provides
important oversight functions for the continual assurance of NZDF Airworthiness.
The Unit comprises twelve personnel in two sub units, the
Airworthiness Review Cell and the Compliance Assurance Unit. The
last twelve months have seen some significant improvements in the
way each unit has conducted their business.
The Airworthiness Review Cell acts as the Secretariat for the
NZDF Airworthiness Authorities, and manages Review Boards for all
in-service fleets, which examine each fleet’s state of airworthiness
and operational capability. The Cell has developed and released a
new electronic system for gathering all input required for the boards.
The effort of the Airworthiness Review Cell has resulted in the
Boards becoming significantly more streamlined while also providing
the principal Board members with greater clarity of information.
Due to the success in managing the Boards for in-service aircraft
the Airworthiness Review Cell has recently been tasked with also
managing these functions for aircraft fleets undergoing introduction
to service.
The Compliance Assurance Unit provides independent surveillance
of all aeronautical technical and supply units within the NZDF, as well
as civilian organisations contracted to provide aeronautical services.
The unit has developed and introduced better management tools for
technical airworthiness audits, in particular Compliance Assurance
Plans for all units being audited, which provide clarity of all factors
affecting and determining the audit programme. They have also
developed higher level policy to better drive technical airworthiness
compliance assurance within the NZDF. In addition the auditors within
the Compliance Assurance team have identified safety concerns
beyond the normal scope of their duties, and assisted other units and
organisations in addressing those concerns.

**THE RAES KESTREL TROPHY**

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NZDF Airworthiness Authorities, and manages Review Boards for all
in-service fleets, which examine each fleet’s state of airworthiness

**MERITORIOUS SERVICE AWARDS**

The Meritorious Service Award is made by the Council of the
Society, and recognises long term contributions and practical
achievements in all sections of aerospace in New Zealand.

The Meritorious Service Award with gold medal was made to Air
Vice–Marshal Peter Stockwell. After a distinguished 40-year military
career, Peter took the position of Managing Director of CTC Aviation
in Hamilton. Peter’s contribution to New Zealand Aviation fully meets
the criteria for the issue of this award.

Rex Kenny joined the RNZAF as an Airman Cadet in 1967 and
remained in the service for 21 years. In 1988 Rex was employed by
MoT, then Aviation Services Ltd and then the CAA. Rex became
the new Manager CAA Sport and Recreation Unit, and proved
himself to be an enthusiastic and capable manager with high safety
standards and unfailing support for the best interests of the
sector. Rex is currently Manager Special Flight Operations, with
responsibility for Adventure Aviation, Unmanned Aerial Systems,
Rockets, Balloons, Model Aircraft and Recreational Aviation. Rex
Kenny’s long career in military and civil aviation fully meets the
criteria for the issue of the award.

The award a Meritorious Services Award with a gold medal to
John W Lanham FRaeS recognises his leadership and skill as a pilot
and administrator in military and commercial aviation. John joined
the RNZAF in 1961 and graduated in 1964 from the RAF College
Cranwell where he was awarded the Sword of Honour. John flew
operational tours on Vampire FB5s and Canberra B(I)12s in New
Zealand, Australia and South East Asia and as a flight instructor
on Harvards and Devons, before a return to operational flying on
Strikemasters and Skyhawks.

He flew in three Air Force aerobatic teams, leading two of them,
including the 1982-83 ‘Kiwi Red’ A4K Skyhawk team which scored
a world first in flying the first ‘plugged barrel roll’—two Skyhawks
joined with a probe-and-drogue refuelling hose. John commanded
both 14 and 75 Fighter Squadrons and the RNZAF Combat Wing
before leaving the RNZAF as a Wing Commander in 1987.

His civil career began as a consultant and pilot for corporate
jets; in 1989 he established Rex Aviation (NZ) Ltd as CEO and Flight
Operations Manager, qualifying for an Airline Transport Pilot Licence
the same year. In May 2000 he joined the Civil Aviation. As Manager
CAA Sport and Recreation Unit, John built an enviable reputation for
support for the best interests of the sector. John played a major role
in the rewrite of the Special Category of aircraft under Civil Aviation
Rule Part 21; and the use of a number of Special Category sub-types
for the carriage of passengers in the new Adventure Aviation regime.
John retired from the CAA in October 2012, but continues
an active involvement in aviation. He manages the planning and
choreography of all flight operations including the airshow flying
programme for Wings over Wairarapa as well as his ongoing interest
in warbirds and aviation heritage groups.
Moko (tattooing) was introduced to the world of light by a Māori gentleman Mataora. Until then, the art of carving the skin was only in the underworld. As a means of proving his love—and also making right a wrong he had committed against his partner Niwareka—Mataora travelled to the underworld seeking and taking on the moko and eventually returning to gain the approval of Niwareka.

The art of moko proved to be of great interest to the first European explorers and settlers who came to Aotearoa in the 18th and 19th centuries.

My first introduction to moko whakarua was at a mau rākau wānanga (taiaha training) in Levin where six of our instructors wore the marks. I was immediately drawn to the aesthetics, but also to understand the journey they had each travelled. By no means do I consider myself anywhere near the pinnacle where these men and women stood (yes, women too) but like them I went through a journey. My family have taken that journey along with me, because without them it would have been meaningless.

So, what does my personal moko mean? Let’s begin at the buttocks seeing that seems to be the area of most interest. The moko here is known as te rape. The curves of the empty spaces in between are a representation of my Awa (River). The filled-in spaces are those of my iwi (tribal affiliations) including my Waka (Canoe) and my Maunga (mountain).

The front of my legs represent my family on both Mum and Dad’s side. The left leg is Mum’s whānau (family) and the right, Dad’s. On the muscle above the knee, commonly known as the teardrop, I have my tupuna—those who have passed. The left knee has a moko kauae, which is that worn by females representing my female tupuna and on the right the moko mataora, the males.

On my hamstrings I have two specific marks. That of the pūhoro (speed and agility) and the mangopare (strength). These two markings are a representation of the RNZAF. Within the fillers you will see four feathers which represent our people from the four winds. No matter who you are or where you originate, if you are in the Air Force this is you. Throughout my Pēha (story within the moko) you will see what look like talons. They are a representation of both my family and RNZAF history. They are a reminder never to let go.

Finally the Paetūara or the back piece, which is my favourite. The bottom is a moko kauae which represents Tash (my wife). Above that are our three children, Teina on the left and Tamara on the right and in between is a rito (new leaf) which represents Payton (who at the time was still being carried by Tash).

Moko Whakarua/Pūhoro/Peha will mean many things to other wearers but the generic theme is that of identity. If you know who you are, if you know where you’re from you will never be lonely, you will never be lost.
The Final Night for the Miss World New Zealand Beauty Pageant 2014 was held at the Rendezvous Grand Hotel in Auckland on 26 April. All my family and friends were there to support me, I felt so blessed to have them all there. I could even hear my Dad calling out from the crowd when I was on stage - which made me smile even more!

Representing the Air Force in uniform for my Talent was really special. I presented a combination of drill and dance movements, including rifle drill, to a 2 minute mash-up of music compiled by LAC Steve Arledge—thank you Steve! When I finished, the crowd of 450 people crammed into the Hotel’s ballroom erupted into applause. Everyone knew I was a serving military woman and all seemed really proud of me!

The whole night went by so fast; it was an eye-opening and amazing experience to be a part of. The purpose behind the pageant, to support the Filipino girl (needing extensive surgery) and her family, has been achieved. The surgery took place some weeks ago and the funds we raised are helping to support her family while in NZ.

The Editor asked me to provide the ‘tech specs’ for my evening gown.

**Design:** Briena Glusco, who studies at DAS Training Solutions Ltd.

**Fabric:** Blue silk-like material with sequins, sourced from America. Each sequin was hand-sewn onto the gown - many hours of work.

I collaborated with Briena for the design and the main colour I requested was blue as it’s my favourite and, of course, the Air Force colour!!

**Hair:** by Kohl Republic

**Make Up:** by Biana Fisher on behalf of Kohl Republic

**The awards and title I won:**

**Miss World New Zealand 2014 Best in Talent**

**Miss World New Zealand 2014 Sportswoman Award**

Thank you to my physical trainer from the Whenuapai Base Gym, Gavin ‘Rolly’ Rolls, for putting together my 12-week training program.

**My title:**

**Miss New Zealand Tourism Queen International 2014**

My official photo shoot for winning that title takes place this month. I will travel to China to represent New Zealand at ‘Miss Tourism International’ in October. In preparation for that Pageant, I will have a mentor, and work with a personal trainer and a nutritionist, while I will also undertake make-up lessons and be sponsored with make-up, for the overseas pageant. Some of the evening gowns and dresses are already being made! My National Costume is currently being designed and material being sourced.

I’m really looking forward to representing New Zealand— and our Air Force—in China. ✈️
An innovation developed in New Zealand to combat the bird problem and associated flight safety risk is now delivering safety improvements at a growing number of airports domestically and around the world, including at our RNZAF bases.

Airports need to manage wildlife—especially birds—in the vicinity of their aerodromes. Creative thinking which builds on local grass expertise had the potential to help with a universal problem.

PGG Wrightson Turf markets AVANEX, a grass which has been inoculated with the endophyte fungus, which is repellent—but not harmful—to grass-eating and grass-flocking creatures. This has the effect of reducing bird populations at airports by both deterring them from grassed areas as well as retrenching their insect and small-animal food source.

Researchers discovered in the late 1970s the naturally-occurring fungus protected the plant from overgrazing by producing toxins, so they set about removing it from grass breeding lines for the sake of cattle and sheep. However, AgResearch thought this grass might also be useful in discouraging birds at airports, parks and golf courses etc.

Plot trials were conducted at Auckland and Hamilton airports, and successfully reduced bird numbers by a staggering 95%. The benefits were obvious! In addition the particular turf type developed is slow-growing and hence reduces the amount of mowing required at airports.

During the Whenuapai airfield upgrade works programme in 2011, the product was sown on either side and at the ends of the main 03/21 runway. A recent review of the Civil Aviation Authority (CAA) bird strike data and the Air Force Flight Safety Event (FSE) database has shown a marked decrease in reported ‘Bird Strike’ events at Whenuapai.

While not solely attributed to the grass, the use of endophytic grass as part of a package, which also includes active bird shooting and regular runway sweeps by Rescue Fire prior to aircraft arrivals and departures, have all contributed to the reduction in bird-related incidents.

Source: New Zealand Airports Association (NZAA), New Zealand Civil Aviation Authority (NZCAA). See also INSIGHT Summer/Autumn 2013 page 22.
We began our recycling project at Woodbourne back in 2007. I assisted in reviewing the options for waste minimisation on Base. The goal was to reduce the amount of waste going to local landfill and divert as much waste as possible into recycling.

Back then, all the waste on Base was picked up by a contractor and went straight to the local landfill. This conflicted with the intent of the RMA to minimise waste.

The NZDF principles for waste minimisation are: Avoidance, Reduction, Recycling/Reclaim, Treat, and Disposal. Our scheme at Woodbourne has five aspects:

1. To comply with DFO 32 Chapter 14, paras 45-47, by reducing waste going to landfill and encouraging recycling.
2. To encourage our personnel to be aware of the waste they create and look for alternatives to simply putting their waste in the bin. The goals is a more sustainable lifestyle and to reduce each individual’s environmental footprint.
3. To establish if the overall cost of waste management could be reduced by incorporating, environmental initiatives.
4. To integrate these practices into an NZDF model that will not only adhere to the NZDF’s obligation under the legislation, but also lead to cost-saving opportunities.
5. To enable funds allocated to waste management to be redistributed to other priority areas.

I quickly gained local support from the CO Ground Training Wing, along with the Wing Warrant Officer—they gave me the green light and the means needed to start a recycling scheme. We needed an area to collect recycling, funds for equipment, and a suitable location for storage, before the items collected are sent to join Blenheim’s recycling system at the Council’s Resource Recycling Centre off Taylor Pass Road.

We have set up eight different bins for collecting cardboard, mixed plastic, office paper, milk containers, coffee/Milo tins, shredded paper, aluminium cans, and batteries. We have sets of bins located in GTW, CRTS and at R&D.

We also have a special waste oil collection point.

We have an intranet page to highlight the recycling, and other environmental ideas, at: RNZAF Intranet/ Woodbourne/ Woodbourne Sustainability

Base personnel have embraced the ethos of recycling and continue to drive it; we also assisted CRTS and R&D to take up the challenge. Both those units now contribute to the recycling totals recorded for the Base.

I ask that all personnel not only take into consideration the facility that is here on Base for them to recycle, but also to take the idea home with them and incorporate recycling into their everyday lives. A lot of people already recycle, showing their care for our community.

During 2009 the NZDF came under the requirements of the Resource Management Act (RMA). On our Camps and Bases we had to not only comply with the Act but also make it a fundamental aspect of our daily tasks. At RNZAF Base Woodbourne SGT Mark Atkinson became the champion of waste minimisation.

Our records show that since August 2009 we have been able to divert approximately 594 wool bale-sized sacks (445 cubic metres) of material away from the local landfill and into the recycling programme in Blenheim. I am confident that this will be over 600 bales by the time you read this.

We plan to undertake a trial of recycling waste glass on Base, by using a locally manufactured glass crusher that will reduce bottle glass to sand—reducing volumes to one tenth the original. This ‘sand’ can then be used to build paths and tracks. The numbers of bottles and amount of sand produced can be measured to give us sound quantitative and qualitative data to establish the value of continuing with glass recycling.

Our recyclable aluminium cans go to a scrap metal merchant; the funds earned are donated to a local conservation project Kaipupu Point Sounds Wildlife Sanctuary, in Picton. Each $20 raised pays for a metre of track around the reserve, in the name of RNZAF Woodbourne. This is a tangible example of how Woodbourne is working with the community in our region.

The whole project keeps me interested—I am driven to encourage a greater awareness of environmental concerns that are affecting us all—now and into the future. I have had a life-long passion for all things environmental; I have undertaken similar projects elsewhere and I undertook an Open University degree in Environmental Studies. My studies were helped by the VESA education scheme and support from my commanders. My thanks to all who have supported me; I hope this project helps repay your commitment.
**SCHOOL VISIT**

A Seasprite of No. 6 Sqn dropped into Chelsea Primary School, at Birkenhead, Auckland, in early April. The Squadron’s helos often fly over the school, so they requested a visit, which was able to be included in the planned flying training and so was approved.

The visit was attended by students, teachers and parents from Chelsea Primary School and Chelsea Kindergarten. LT Vix Marais and LT Mark Sharples described how a helicopter flies and what the Seasprite does. LT Sharples said “It was an awesome way to interact with the local community and see the interest. We had great questions from the students”.

It was a successful visit—the teachers, kids and parents (in some cases, more than their kids!) all loved it.

**1000 HOURS FOR NH90 FLEET**

On 28 March the NH90 Flight of HTU gathered to celebrate achieving 1000 flying hours on the RNZAF NH90 fleet. Our new Medium Utility Helicopter continues to meet its Introduction Into Service programme and showed during Exercise ALAM HALFA that it is very capable and versatile.
FGOFF John Brereton graduated from 22 Air Combat Officer Course at RAAF Base East Sale in mid-April. His proud wife, Libby, and parents were there to see him presented with the Wellington Shire Trophy by the Chief of the RAAF, AM Geoff Brown AO.

The Wellington Shire Trophy is awarded to the student who displays the best leadership qualities throughout the 11 month ACO course. FG OFF completed the maritime stream of ACO course and is now posted to No. 5 Squadron, awaiting operational conversion course later this year.

Heavy rain from a tropical depression (which later developed into Tropical Cyclone Ita) caused severe flooding in the Solomon Islands at the beginning of April. The worst affected area was the capital, Honiara, after the Mataniko River burst its banks. Twenty two people were swept away and drowned, over 50,000 others were affected. At the peak of the crisis, there were around 10,000 people displaced in nearly 30 evacuation centres in Honiara and 9,000 households had lost 75 to 100 per cent of their food gardens.

The NZ response included several tons of aid and a number of specialist personnel, both NZDF and civilian, to assist in the flood aftermath; they were flown up by 40 Sqn Hercules on 07 April. The Ministry of Foreign Affairs and Trade oversaw subsequent NZ assistance.

As at mid-May 10 evacuation centres on Guadalcanal still housed 4,477 people while safe drinking water remained a concern for an estimated 25,000 people.

HERCULES FLIES AID TO SOLOMON ISLANDS AFTER FLOODS
**Briefing**

**C295 VISITS**

*By Rob Neil, aerospace industry reporter*

In February this year, an Airbus Defence and Space C295 of 502 “Elefantes” Squadron of the Força Aérea Portuguesa (FAP; Portuguese Air Force) flew to the Singapore Air Show. After the show, in collaboration of Airbus Defence and Space, the aircraft and its FAP crew continued their journey and visited Timor Leste—for a demonstration flight—then Darwin, Brisbane and Sydney before crossing the Tasman to New Zealand.

Arriving first at Whenuapai, the aircraft flew south to Wellington for defence and industry visits and some demonstration flights. Unfortunately, a spell of bad weather constrained the planned flights. The aircraft that came here highlighted the type’s versatility by being configured simultaneously for maritime surveillance, troop and VIP transport. Airbus provides “palletised” equipment solutions to reconfigure the aircraft quickly and even the dedicated maritime surveillance configuration (as in this aircraft) can be removed within a day. Five of Portugal’s 12 C295s are configured for maritime surveillance but all 12 aircraft share this duty thanks to the ability to reconfigure so easily. According to Airbus, not only is the C295 ideal for smaller air arms because of its economy of operation, but its versatility enables the type to be an ideal complement to larger transport and maritime surveillance fleets. The addition of C295s to existing fleets eases the load on aircraft like the P-3 and C-130, allowing customers to make more efficient use of their larger, more expensive aircraft.

Airbus Defence and Space believes there is major market for the C295 (and its smaller brother, the CN235) in the Asia-Pacific region. Airbus believes the aircraft’s range (2,900 nm), endurance (up to 11 hours), rugged construction, good payload (9,200 kg), short-field performance, and low acquisition and life-cycle costs make it ideal for this part of the world. There is a large number of current C295/CN235 operators in 32 different nations. They fly the type in austere and difficult conditions, including desert, jungle, high alpine, sub-arctic and oceanic environments—proof of its capabilities.

**KIWIS CAN FLY!**

A No. 6 Sqn Seasprite assisted the Department of Conservation on 02 April, by flying 16 kiwi from the Coromandel to Motutapu Island in the Hauraki Gulf. The relocation was part of a DoC plan to increase kiwi numbers by translocating birds to new areas once sustainable populations have been reached. Flying the birds reduced the travel time, and therefore the stress, on the birds. LT Alex Trotter captained the helicopter, commenting: “While we work with DoC regularly, the transportation of an endangered species is a rare event. The chance to contribute to the wellbeing of our national icon is a rare opportunity, and we were privileged to be involved.”

It was also an opportunity to showcase the capability of the SH-2G(NZ) to the DOC staff, volunteers and public who attended the ceremony at Home Bay, Motutapu Island.

“We carry out a variety of roles in a variety of environments all over the world, but the chance to support our national icon will certainly be a highlight in the logbook for all involved.”
Ruapehu Alpine Rescue Organisation, No. 3 Squadron RNZAF, Taranaki Alpine Cliff Rescue and Taranaki LandSAR were recognised for Operation Labour on Mt Taranaki, 26-29 October 2013.

On Saturday 26 October 2013 the Taranaki Alpine Cliff Rescue (ACR) team was called out to search for four overdue climbers on Mt Taranaki. The weather was fine with a strong wind, but was forecast to deteriorate. The missing climbers were in text contact with the Police, so the searchers knew where to locate them.

Five Taranaki ACR volunteers were initially transported to Tahurangi Lodge, ready to start searching at 1am. However, the team was soon reduced to three members and as they gained altitude the conditions worsened to gale force winds and horizontal sleet. At 4am they had to return due to the weather conditions – they were 150 metres below the missing people at that time.

At first light, two of the four missing people made their own way off the mountain. Another Taranaki ACR team attempted to reach the two missing climbers – only to be turned back by the conditions again. By Sunday evening members of the Ruapehu Alpine Rescue Organisation (RARO) had arrived to assist the Taranaki team.

At first light, the Air Force attempted to fly a team to the search area; however, this attempt also failed due to the weather conditions. Around 8am a ground team finally made it to the missing pair, to find one deceased and the other seriously hypothermic. All the available resources were being assembled when the patient died and the decision was made to pull all personnel off the mountain. Rescuers had spent almost 36 hours battling the most horrific weather conditions many of them had ever operated in, to reach the pair of climbers.

At first light on Tuesday morning the RNZAF and a Taranaki ACR team recovered the bodies in near-perfect weather conditions.

On 13 May the Associate Minister of Transport the Honourable Michael Woodhouse presented the NZ Search and Rescue Council’s annual Certificates of Achievement for Operational Activity. The certificates recognise important contributions to search and rescue in the New Zealand Search and Rescue Region during 2013.
Vale

FLIGHT SERGEANT STEPHEN FABER FOOKES

By F/S Mike O’Sullivan

On 18 April the RNZAF lost one of the more memorable personalities to have donned our blue uniform. That day F/S Steve Fookes, aka Fooksey, died of cancer, leaving a void for his friends and colleagues. On 23 April, a Military Funeral was held at Whenuapai for family, friends and comrades to celebrate Steve’s life and to send him off appropriately.

Fooksey joined the RNZAF in April 1986 and trained as an aircraft mechanic; subsequently he had an exciting career that few could match. Fooksey served on 42, 3, 40 and 5 Squadrons; at Auckland Technical Support Unit on the 757 desk; and at the Aeronautical Procurement Unit (now DCS). He deployed to Somalia in 1993, Bougainville in 1997 and Afghanistan in 2002. As well, Fookesy travelled extensively with the RNZAF and led many 727 and 757 engine-running training temporary duties to Denver.

Fooksey was a natural leader. People were drawn to him in both the work and social environments. He created a sense of excitement which would turn a fairly mundane activity into a fun and memorable experience. This made for positive experiences for the people around him, making their day—and careers. Fooksey enjoyed getting to know the junior personnel, developing them and encouraging their success. He always looked after younger personnel, ensuring they benefited from opportunities and developed professionally. If anybody wants a role model for an effective and successful SNCO they can’t go past Fooksey.

Fooksey was professional—he worked hard, did his job well and took pride in seeing his efforts result in aircraft in the air. In his last post at DCS he worked tirelessly to achieve good value for the RNZAF.

Fooksey never really asked for much, but did ask for a Military Funeral when his time came. We were pleased and proud to arrange that for him and his funeral was held between Easter and Anzac Day in the 40 Sqn hangar. The funeral was attended by a large number of past and present Air Force personnel along with his many civilian friends and of course his family. The timing presented challenges—however a number of personnel came back from leave, put other work aside and focussed directly on making sure we said goodbye to Fooksey in a manner that he deserved.

It gave me great pride to see all this unfold. The consideration that was given to Fooksey’s family and the care and attention that was given to this event will forever remind me of what a great organisation the RNZAF is. The funeral was a real celebration of Fooksey’s life and a fitting farewell to a dedicated serviceman. Everyone who was involved can be proud—I know Fooksey would have been pleased.

Loosing a good friend is difficult—when Fooksey passed on many, many people lost a sincere friend and the RNZAF lost a good Airman. It was a privilege for us to know and work alongside Fooksey. I am sure that glasses will be raised in his memory for years to come in messes around the RNZAF.
On 24 March SQNLDR Susie Barns, Logistics Adviser NZDS London, represented the RNZAF at Zagan, Poland, at the UK-hosted service commemorating the 70th anniversary of The Great Escape.

This service was focused on the 50 allied airmen who were shot by the Gestapo following the escape. Of these 50 airmen, three were from New Zealand: SQNLDR John Williams, FLTLT Arnold Christensen and FGOFF Porokoru ‘Johnny’ Pohe.

The commemorations included speeches by Polish dignitaries, AOC 1 Group (AVM Atha) the Commander RCAF (LTGEN Yvan Blondin) and AIR CDRE (Rtd) Clarke, President of the RAF POW Association.

New Zealand representatives included the New Zealand Ambassador to Poland, Her Excellency Wendy Hinton, CAPT Richard Pinfold and SQNLDR Barns. The great-grand nephew of FGOFF Pohe, Keepa Hipango, was also in attendance, representing the Pohe whanau.

The commemorative services were poignant and a real credit to the organising committee and the local community. The local Polish community in particular are clearly working hard to preserve the memory of those prisoners of war held at Stalag Luft 3.

The Director of the Zagan POW Camps Museum, Marek Lazarz, was particularly passionate about ensuring the local school children have a thorough understanding of the history surrounding Stalag Luft 3 and The Great Escape. On the night the guests for the commemoration were treated to local school children singing and reciting poetry—all related to POW memories—in Polish and English. The POW Camps Museum is also a real tribute to the former prisoners and to the community’s care for its history.
Just outside the small town of Noyers Bocage in Normandy stands a war memorial, one of a number scattered across the region, commemorating the invasion of Europe in June 1944. This memorial commemorates pilots of the Second Tactical Air Force (2TAF) who flew Hawker Typhoons to attack and disrupt the German Army’s troops and vehicles—a vital role in the campaign.

Under the command of New Zealander, AVM Sir Arthur Coningham, 2TAF was responsible for the direct support of the invading forces during the campaign. Roving Typhoon squadrons supported the Allied troops on the ground using the ‘cab rank’ system, developed by Coningham with the Desert Air Force in North Africa. This consisted of standing patrols on call to ground control parties, ready to attack targets of opportunity or enemy strongpoints. The attacking aircraft would then be replaced by another flight of Typhoons awaiting a job of their own. This was made possible by the rapid construction of airfields in Normandy itself as the Allies advanced inland, permitting Typhoons to operate around the clock from just behind the battle front.

At this distance we can’t say precisely how many New Zealanders were involved in these operations, but they played an important role. One example: after commanding No 486 (NZ) Sqn equipped with Typhoons, WGCDR Desmond Scott was promoted to lead a Typhoon Wing through D-Day and the subsequent campaign in France and Germany (see his book Typhoon Pilot).

General Bayerlein of the German Panzer Lehr Division recorded the deadly effectiveness of the Typhoon attacks—apparent to him as early as D+1 (7 June 1944):

“Every vehicle was covered with branches of trees and moved along hedgerows and the fringes of woods... but by the end of the day, I had lost 40 petrol wagons and 90 other trucks. Five of my tanks had been knocked out as well as 84 half-tracks, prime movers and self-propelled guns. These losses were serious for a division not yet in action”.

(From Typhoon Pilot, by Desmond Scott)

This success came at a cost—seventeen Typhoons were lost to flak on D+1 alone. Of the approximately 450 Typhoon pilots who took part in the Normandy Campaign, 151 were killed between May and August 1944. Six of these were New Zealanders of the RNZAF:

- Warrant Officer Douglas Leopold Burke, 15 July 1944
- Pilot Officer Peter March Price, 27 July 1944
- Pilot Officer Robert Blakeman Hemmings, 8 August 1944
- Pilot Officer James Kingston Stellin, 19 August 1944
- Flying Officer George Raymond Trafford, 25 August 1944
- Flying Officer Ian Cameron Hutcheson, 27 August 1944

Price and Stellin flew with No. 609 Sqn RAF [see next story]. Twenty-two year old James Stellin of Wellington exemplifies the courage and sacrifice of these pilots; returning home from an operation he became lost. On running out of fuel he was forced to bale out but deliberately banked to avoid the village of St-Maclou-la-Brière before jumping. His parachute failed to open in time and he was killed. He was buried in the village he saved. The French villagers ensured that he was awarded the Croix de Guerre avec Palme for this selfless act.
609 SQUADRON RETURNS TO NORMANDY

Late last year, a group of RAF Regiment reservists from 609 (West Riding) Squadron Royal Auxiliary Air Force, visited Normandy to undertake a field study trip on D-Day and more specifically the relevance of Allied Air Power in the north-west Europe campaign.

The present Squadron members are aware of their heritage; the wartime 609 was the top-scoring Typhoon squadron and was named as the most efficient in 2TAF. They shared their report with Air Force News because of the Kiwis who flew and died in the wartime Squadron.

All told four full days were spent in Normandy looking at various aspects of D-Day. Remembrance Sunday was spent in the British and Canadian sector including a visit to the Ranville Commonwealth War Grave Cemetery (CWGC) where three 609 Typhoon pilots lie: PLTOFF John Buchanan, a Canadian; PLTOFF Peter Price, a New Zealander from Auckland; and FGOFF Charles Rowland from Cambridge, England. These men were aged 22, 20 and 21 years respectively when they died.

Our Officer Commanding read excerpts from the 609 Squadron Operational Record Book and talked of close air support and the dangers of being a Typhoon pilot in the summer of 1944. At the Banneville CWGC is another grave of a 609 Typhoon pilot, PLTOFF Robert Adam, killed on 31 July 1944.

On 11 November, Remembrance Day proper, our day started at Bayeux CWGC. We paid respects to another 609er at rest here, W/O Frederick Taylor, who died on 15 August 1944. Our 609 Sqn group also remembered PLTOFF Paul Baillon, a battle of Britain pilot with 609, who was shot down into the Channel during 1940. A b attle of Britain grave is somewhat of a rarity, but one which became the Typhoon, the other the Tornado with the unsuccessful RR Vulture engine.

The prototype Typhoon first flew in February 1940, but that year development slowed as priority was given to the Hurricane. In October 1940 the Typhoon programme was reinstated and Gloster Aircraft began production; their first of the type flew in May 1941. The original Typhoon 1A was armed with 12 Browning machine guns but soon gave way to the 4 x 20mm cannon-armed Typhoon 1B.

The Typhoon entered service in September 1941. Envisaged as an interceptor, the Typhoon proved to be a poor performer above 15,000 ft altitude. The hasty entry into service before proper development led to more aircraft being lost through structural or engine problems than in combat, during the type’s first 9 months.

However the Typhoon’s speed, from its powerful, but temperamental, 24 cylinder Napier Sabre engine made it suitable to counter low-level hit and run attacks by the Focke-Wulf 190. In November 1942, No 609 Squadron achieved success flying from RAF Manston (in Kent) against the Fw 190s. This prompted the move of No 468 Squadron to RAF Tangmere that December in the same role with its Typhoons, by then nick-named ‘Tiffies’.

The powerful Sabre engine and the aircraft’s rugged construction allowed it to carry bombs and rockets, making the Typhoon ideal for ground attack work. In early 1943 the aircraft was used increasingly for raids into France or shipping strikes over the Channel, carrying 500lb or 1000lb bombs (and nick-named ‘Bombo phoons’).

Typhoons became especially deadly against ground targets when armed with 3in rocket projectiles. In the build-up to D-Day, Typhoon squadrons struck all along the French coast, and after D-Day they were quickly based in Normandy. The Typhoon distinguished itself during the Battle of Normandy and the subsequent allied advance—the pilots made it the RAF’s most effective ground attack aircraft.

The type only served in the UK and NW Europe. In total, 3,330 Typhoons were built, equipping 30 RAF squadrons.

With thanks to the Tangmere Museum: www.tangmere-museum.org.uk

HAWKER TYPHOON

The powerful and deadly Typhoon was the RAF’s premier close air support aircraft in 1944 and it proved its worth in the Normandy campaign. No 468(NZ) Sqn flew Typhoons from September 1942 – February 1944 (before converting to the Tempest). Many other NZ fighter pilots flew Typhoons, as indicated in the main feature.

In 1938, the Air Ministry sought a single-seat fighter offering a performance 20% greater than that of the Hurricane. Hawker’s chief designer produced two designs—one which became the Typhoon, the other the Tornado with the unsuccessful RR Vulture engine.

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With thanks to the Tangmere Museum: www.tangmere-museum.org.uk

HAWKER TYPHOOON MK 1B TECH SPECS

| Crew | One |
| Length | 31 ft 11.5 in (9.73 m) |
| Wingspan | 41 ft 7 in (12.67 m) |
| Height | 15 ft 4 in (4.66 m) |
| Loaded weight | 11,400 lb (5,170 kg) |
| Powerplant | Napier Sabre II liquid-cooled H-24 piston engine, 2,200 hp (1,640 kW) |
| Max speed | 412 mph (663 km/h) |
| Range | 510 miles (821 km) |
| Armament | 4 × 20 mm Hispano cannon |
| | 8 × Rocket Projectiles, or 2 × 500 lb (227 kg) or 2 × 1,000 lb (454 kg) bombs |
Two RNZAF sportsmen were recognised when the annual NZDF Sports Awards were announced by VCDF, AVM Kevin Short, at a ceremony in HQNZDF on 02 May. The awards recognise excellence in sports as well as commitment and dedication to sport in managerial and administration roles.

LAC Greg Anderson was awarded NZDF Outstanding Sportsperson of the Year for his dedication to RNZAF and NZDF softball as a pitcher. In 2013 LAC Anderson was selected to play for the Auckland and Samoan softball squads. LAC Anderson’s 2013 achievements gained him selection into the Auckland provincial softball team for the national tournament held in February 2014.

Greg said: “It is an honour to be recognised by the NZDF for my achievement in Softball. I would like to thank my family for supporting me along the way and my daughter with putting up with Daddy being away for softball a lot. I would also like to thank my bosses and work colleagues for the support, but - most of all as I am part of a team sport - I would like to thank all my team mates.”

Sgt Michael Crisford was awarded NZDF Individual Sports Person of the Year for his dedication to NZDF football. During 2013 Sgt Crisford captained the Base Ohakea Football team as well as the NZDF Men’s Football team at the Australian Defence Force Services Football Carnival in Sydney.

The NZDF Sports Team of the Year is the NZDF Rugby League team. A highlight for the team during 2013 was playing in the Defence World Cup tournament in the UK, where they played against Great Britain, Australia and Serbia and placed second in the tournament.

Other RNZAF personnel who were nominated for these awards were:

- Mr Matt Cole, nominated for Individual Sportsperson of the Year
- Mr Lawrence Turner, nominated for Sports Official of the Year
- NZDF Rugby and NZDF Golf were both nominated for Sports Team of the Year.

Congratulations to the winners and nominees of NZDF Sports Awards.

The RNZAF Rugby team won the 2014 test match against the RAAF at RAAF Richmond, just outside Sydney on Sunday 11 May. The match is an annual event between our two Air Forces for the Burn-Merz shield. The RNZAF team won decisively, 46 – 3, in front of a crowd including AM Geoff Brown, CAF RAAF, and AVM Mike Yardley, CAF RNZAF.

This annual Trans-Tasman competition was initiated in 2003, when the two Chiefs of Air Force then, AM Angus Houston and AVM John Hamilton, agreed to the annual Rugby Union match. The Chiefs agreed that the contest should be named the Burn-Merz Shield, in memory of Lieutenant William Burn and Lieutenant George Merz, who are the first airmen to die in action from our two nations.

William Burn was born in Australia and educated in New Zealand, joining the NZ armed forces in 1911; he became New Zealand’s first military aviator. George Merz was born in Victoria and after graduating with a degree in Medicine from Melbourne University, joined the Australian Flying Corps in 1914.

In February 1915 Burn, who was at this time on secondment to the Australians, and Merz were supporting the Indian Government operations against the Turks in Mesopotamia. On 30 July 2015, Burn and Merz were returning to base at Basra when the engine of their aircraft failed. They made a forced landing and were immediately attacked by Arabs; although using their pistols to defend themselves, both Burn and Merz were killed.

The first Burn-Merz test match was played at RNZAF Base Woodbourne on 26 March 2004 and was won by the RNZAF 20-17. In 2009 the RAAF team first broke the Kiwi grip on the Shield by winning 20-10. Congratulations to this year’s RNZAF team, for continuing the RNZAF’s dominance in this annual event.

The 2014 challenge match was made possible by the generosity of our sponsors: CAE, SG Fleet, Kooga and Beca—thank you.
CPL NICK JOHNSTON, AN AIR FORCE ‘FLIER’

Nick is an inspirational RNZAF sportsman, running marathons and, now, ultra-marathons at national-level.

“I did my first ultramarathon on 29 March this year, the Hillary Trail Ultra 80km. This was the inaugural running of this event and consisted some pretty challenging and technical terrain and about 3,500m of vertical ascents over the course. I finished Third, with a time of 9:18:26.

“The next weekend, 05 April, I did the Riverhead Rampage Off-road Half Marathon, which was also an inaugural race. I finished First, with a time of 1:22:22 on a course that was a lot more challenging than the Rotorua Off-road Half Marathon.”

The Copthorne Rotorua Off-Road Half Marathon in early March was a big event, with 1600 runners and walkers taking part, and the event organisers had combined the Off-road Half Marathon with the New Balance Quarter Marathon, Tasti 5km Fun Run/Walk and the Lance Lawson Little Devils Kids Race, all in the Whakarewarewa Forest.

Nick had come Second in this race last year, so this time he aimed to get in front from the start. The local favourite closed up on him towards the end, but Nick came home 30 seconds in front in a time of 1:17:10. Also running for the RNZAF were SGT Jason Potter, who came home 33rd, CPL Trent Vannisselroy (74th) and SGT Graham Anderson (103rd).

More recently, on 26 April Nick raced in the Cape Brett Challenge 40km trail race.

“This was a real challenge, including over 2,300m of vertical ascents. I managed to finish First in this one also with a time of 4:47:15,” he said.
THE INTERNATIONAL SEARCH FORCE FOR MH370

This month Air Force News salutes the international search force which flew the unprecedented search missions over the Indian Ocean, seeking any visible sign of missing Malaysia Airlines Flight MH370.

After the Prime Minister of Australia announced that the air searches were to cease and the search operation would continue with ships and specialised submersibles [see AFNews 158 May] the RAAF arranged for this group photo of the people and aircraft of the international search force.

The photo was taken on 29 April at RAAF Pearce. The air and ground crews are mustered together, with detachment commanders and national representatives in the front row; the RNZAF representative is 4th from left.

The aircraft are (l to r): Japanese Maritime Self-Defense Force P-3, RNZAF P-3K2, USN P-8 Poseidon, Royal Malaysian Air Force C-130 Hercules, RAAF E-7 Wedgetail Airborne Warning and Control aircraft, RAAF AP-3C and a Republic of Korea Navy P-3C; in the centre background is one of the People’s Liberation Army Air Force Ilyushin Il-76.

The IL-76 (NATO reporting name: Candid) was designed by the Ilyushin design bureau in the former USSR in 1967 and is built in Tashkent. It can carry a payload of over 50 tonnes and is in wide-spread military and civilian service.

The story of the RNZAF’s part in the search for MH370 was carried in AFN 157 April & 158 May.

KARANGA WANANGA

01-04 August 2014
Karanga mai, Karanga atu, Karanga ki ngā wahine katoa me ngā wahine e mahi anā i roto i Te Taaua Moana, Ngāti Tūmatauenga me Te Taaua a Rangi.

Calling all service women and civilian employees.
Are you a women with mana (authority)?
Ever thought about revealing that mana through your actions?
Did you ever think how it could raise your profile within your unit, the wider NZ Army, Navy or Air Force and NZDF?
Are you aware that we send Kaikaranga to Gallipoli every year?
If you have can answer yes to most of these questions, then give yourself the opportunity to learn the art of Karanga.

The aim of the wānanga is to teach the art of Karanga enabling the mana of Ngāti Tūmatauenga, Te Taaua Moana, Te Taaua a Rangi and Te Ope Kaatua to be maintained during ceremonial occasions.

Facilitated by Mr Rehua Kereama and Mr Heemi Te Peeti, both are leading tutors in the field of Māori Weaponry within NZ.

Nominations forms are to be forwarded through your normal command chain for consent, and then forwarded to NZDF HR Service Centre for action.

All participants are to be male members of the NZDF (including civilian employees).

Enquiries contact:
Marae Staff Officer: CAPT Kevin Herewini Ph: 027 330 2758
Marae Educator: Mr Steve Bethell Ph: 027 668 6419
Māori Cultural Intranet site: http://communities/mcg/default.aspx

MĀU RĀKAU WĀNANGA

11 Aug – 20 Aug 14
Te Mauri ō Tū
Te Kawa ō Tangaroa

The aim of the wānanga is to instil and teach the Taiaha art style of Te Kore enabling the mana of Ngāti Tūmatauenga, Te Taaua Moana, Te Taaua a Rangi and Te Ope Kaatua to be maintained during ceremonial occasions.

Facilitated by Mr Rehua Kereama and Mr Heemi Te Peeti, both are leading tutors in the field of Māori Weaponry within NZ.

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Operation:
ANTARCTICA

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IF YOU ARE INTERESTED IN EXPERIENCING THE ICE NEXT SUMMER, TALK TO YOUR CAREER MANAGER NOW!

APPLY NOW! NOMINATIONS CLOSE 9 JUNE

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).

We have roles on the ice for:
- Plant Operators
- Drivers
- Communications Operators
- Riggers
- Terminal Operators
- Field Engineers
- Plumbers
- Carpenters
- Electricians
- Air Drop Rigging Assistants
- General Assistants (Fuel)

And at Harewood Terminal (Christchurch) for:
- Air Cargo Handlers
- Air Cargo Handler Team Leader
- Documents Clerk
- Deputy NCO i/c ANT PAX terminal