ON THE MOVE!
MHOV TESTED IN HERCULES

FLYING TRAINING SPECIAL:
FIRST FLIGHT FOR TEXAN II
TRAINING WITH THE RAAF
WISEOWL IN FLIGHT
This First Word will be my ‘last word’ as I transition from the role of Warrant Officer of the Air Force. First and foremost it is my pleasure to congratulate W/O Mark Harwood on his appointment to the position and I wish him all the very best for his new role and the related challenges. His selection—from a very strong pool of candidates—is testimony to the strength and depth of our Air Force’s senior enlisted corps.

I am leaving the position confident in the knowledge that there are highly capable people from AC to W/O ready to take up the challenges that face us all throughout the Air Force, and I am sure Mark will enjoy the same support and ‘guidance’ from you all, that I experienced throughout my tenure.

Looking back over the past three years I have been amazed at what we have been able to achieve as an Air Force in the midst of restructuring and rebalancing. Despite the resultant challenges and the fact that we continued to conduct military air operations 24/7, the Air Force has also successfully introduced into service our upgraded and new aircraft types, recruited new people and developed our current personnel. Those achievements do not happen by accident and they would not have been achieved without our most important capability, our people.

History so often demonstrates it is not the aircraft types, the bases or even the operational campaigns that remain foremost in the memory, it is those who we shared those experiences with. At any place and at all times, teamwork is at the heart of our values, drawing our people together with a common sense of purpose and giving us all a sense of belonging. Hence, we are not only serving our country but also our ‘team’. Our motivated and dedicated professionals have always been and will continue to be the key to an effective and respected Air Force and defence partner.

The role of the WOAF is all about people, and although it is the most critical aspect of the role, it is also the most enjoyable. That engagement with people transcends rank; I worked with the newest recruits through to the highest levels in Defence, and outwards as well, to international engagements. At any one time you may be with enthusiastic recruits as they prepare to graduate, or be slogging around the countryside with the promotion courses, or travelling further afield to meet our international partners. These opportunities ensured that as WOAF I could remain in touch with our people, deliver an appreciation of the issues and provide a wider awareness of the possible solutions.

With the role also comes the honour of representing the Airmen and Airwomen of the RNZAF at various commemorative occasions and international forums. It is testament to the importance placed on the role of the Senior Enlisted Leader both nationally and internationally that these invitations come to us so frequently and it has been my privilege and pleasure to represent you all at those events.

Finally, I want to thank you all for the honest and open advice, and robust feedback, that has enabled me to do my job. I acknowledge the passion that comes from striving to be the very best we can be, both as professional individuals and as an Air Force.

It has been an absolute privilege and an honour to serve and represent you as the Warrant Officer of the Air Force. I look forward to continuing to serve alongside you in my next role within ‘team Air Force’.

By W/O Dennis Moratti, immediate past Warrant Officer of the Air Force
THE 2014 DEFENCE CAPABILITY PLAN

The latest Defence Capability Plan agreed by our Government was released on 17 June. While New Zealand’s fiscal environment has been challenging since the 2010 Defence White Paper, significant progress with Defence projects has been made.

The decisions to purchase over $1 billion of new naval helicopters, army vehicles, a modern Battle Training Facility for our Special Forces, a pilot training package, and an upgrade of the weapons and sensor systems of the Anzac frigates, collectively represent a significant commitment to supporting New Zealand’s defence and security interests.

This 2014 DCP sets the priorities for the coming 10 years and opportunities for industry are signalled, particularly in upgrading the NZDF’s infrastructure. Some of the new capability projects include:

• a Maritime Sustainment Capability to replace HMNZS Endeavour;
• continuing the development of soldier combat capability by replacing the Steyr individual weapon;
• vehicles to enhance the mobility of Special Operations Forces;
• a Littoral Operations Support Capability to replace HMNZ ships Manawanui, Tui, and Resolution; and
• enhanced firepower, manoeuvre, and protection for ground forces by refreshing the Light Armoured Vehicle fleet.

The Plan is not merely a list of projects. The focus of DCP 2011 was on developing a Joint Amphibious Taskforce by 2015 that would be capable of working independently in the South Pacific or as part of a larger coalition. While the joint approach remains a focus, the 2014 Plan enhances the NZDF’s proficiency at joint operations and grows its combat, combat support and combat service support capabilities.

Looking further ahead, the period following 2020 will be challenging. Work has commenced on options to replace our C-130H and Boeing 757 fleets in the early 2020s. The P-3K2 Orion maritime surveillance aircraft and the Anzac frigates will also reach the end of their service lives during the 2020s.

The Plan can be accessed at www.defence.govt.nz

DEGREES AWARDED

SGT Aaron Oxenham and CPL Adam Blair graduated from Manakau Institute of Technology with Bachelors of Information Systems (BIS) degrees recently. They also received the CITRENZ Excellence Award, for top marks in the degree, a rare joint award.

The two airmen are wearing their uniforms to recognise the help and support the Air Force has given them for this study opportunity. The two airmen work in Base Auckland, putting their new knowledge to work.

NEXT STOP RIMPAC

An RNZAF Orion and a full RNZAF mission support detachment flew out to Hawaii late last month for Exercise RIMPAC (Rim of the Pacific) 2014, which began on 25 June.

HMNZS CANTERBURY sailed from Devonport for Hawaii, via Townsville, earlier last month. CANTERBURY took 260 NZ Army soldiers and dozens of Army vehicles to Queensland for Exercise HAMEL with the ADF, before heading north to Hawaii.

CANTERBURY has a Seaprite Flight from No. 6 Sqn RNZAF embarked. RIMPAC continues until 01 August.
NZDF WorldSkills Team

As this issue of Air Force News is at the printer, the NZDF WorldSkills team is in action at the WorldSkills National Competition in Hamilton 03 – 06 July. The NZDF team comprises:

- LAC Kinsley Lewis - aircraft maintenance
- LAC Liam Riley - aircraft maintenance
- LAC Christopher Robertson - aircraft maintenance
- LAC Matthew Wilkie - aircraft maintenance
- PTE Logan Candy - automotive technology
- PTE Catherine Wood - automotive technology
- SPR Rydell Mita - carpentry
- ACH Paula Martin - cooking
- PTE Isaac Watt - cooking
- SPR Jared Murphy - plumbing
- STD Kassey Jean Samuels - restaurant service
- PTE Kowhai Te Ture - restaurant service
- SPR Sean Goodman-Porter - welding
- PTE Jonathan Hoedemaekers - welding

The NZDF WorldSkills team have worked to refine their trade skills with the aim of being selected to represent New Zealand at the 2015 International WorldSkills Competition in Sao Paulo, Brazil.

Air Force Museum

The extension of the Air Force Museum at Wigram was last month awarded the Property Council of NZ’s accolade as the top ‘tourism and leisure’ property development in the past year. Each project considered for the award is assessed on economics and finance, vision and innovation, design, construction and degree of difficulty, owner and user satisfaction, and sustainability and efficiency. The Air Force Museum extension is currently serving the wider Christchurch community as the available convention centre, along with housing objects and staff from other regional museums disrupted by the 2011 earthquake.

Air Force Supports the Variety Bash 2014

The RNZAF supported the annual Variety Bash car rally, the main event for the Variety Club’s fundraising, with detachments of Ground Support Equipment Technicians and Mechanics providing mobile repair teams. The RNZAF has supported Variety New Zealand since 1989, helping fundraise money for disadvantaged children.

See reports of this year’s Bash on www.variety.org.nz

40 Squadron at Work in the Middle East

40 Sqn C-130 and its crew deployed last month to the Middle East in order to conduct two flights into the Sinai Peninsula, Egypt, for a Kiwi personnel rotation for the 26-strong NZDF contingent with the Multinational Force and Observers (MFO). The NZDF has been working with the MFO since its establishment on 25 Apr 1982. While in theatre the crew flew a number of other equipment resupply flights in support of NZDF personnel on other missions.
Pilot Training Capability Project

The eleven T-6C aircraft for the Pilot Training Capability (PTC) project are being built in Beechcraft’s facility in Wichita, Kansas. The production line was initially set up for the US Joint Primary Training System in the early ‘90s and has been continuously producing T-6 aircraft since. Over 800 aircraft have rolled out the doors since production started.

The production line consists of 17 consecutive stations in the main hangar, then a further seven after the aircraft leaves the line—for engine runs, any modifications, paint, Quality Assurance and finally, Flight Testing. Currently the line moves forward every five working days, so it takes 24 weeks from the first ribs and stringers being placed into the jigs until the aircraft is ready for delivery. At peak production Beechcraft was moving the line every three days, however that required a 3-shift system which is not in place anymore.

The unique NZ requirements for this project (over the baseline aircraft) include:

• the installation of a GPS-enabled Emergency Locating Transmitter,
• flight tracking system,
• Terrain Awareness and Warning System (TAWS), and
• smoke kits.

These modifications are being embedded during the production phase, while the TAWS upgrade will require a minor retrofit after the aircraft arrive in NZ.

The biggest part of my role in Wichita as the Resident Engineering Officer is to review and consider any production discrepancies, which are inevitable when building aircraft to such tight requirements. If any discrepancies are considered to be significant, the NZ team will determine whether we accept the fault or request that it be reworked.

I also act as a point of contact at the factory between Beechcraft and the Ministry of Defence, when the remaining members of the project team are in NZ. With seven of our aircraft currently at different stages through the production process, my interaction across Beechcraft’s engineering, production and operations departments keeps the work varied and rewarding.

Our aircraft are being built on the production line with US Navy and Air Force T-6s, as well as aircraft for other countries. When I arrived in March we witnessed the first aircraft fuselage being mated with its wing, a significant milestone which saw the aircraft taking its true form for the first time. The team that completed the wing-mate all wore black shirts—as a sign of respect for the New Zealand project and our aircraft’s black paint scheme.

According to the management, this is special gesture was quite an honour from the Beechcraft work force! That sense of shared identity gives us great confidence in the quality of the aircraft that the RNZAF will ultimately receive.

Two aircraft have now completed the painting process and ground runs and (as I write) are ready for their maiden flights. All involved agree that they look striking in their black livery and I’m sure they will be well-received across the whole NZDF when the first aircraft start arriving later this year.
The first RNZAF Texan II (NZ1401) took to the skies above Wichita on 10 June with Beechcraft test pilots at the controls. The first test flight lasted two hours and covered the entire spectrum of aircraft functionality, including aircraft flight performance and handling characteristics. The test flights were conducted in accordance with FAA-approved procedures.

The aircraft now wears a US FAA-required experimental registration number, N2824B, for its test flights. After completing company test flying and acceptance testing during this month, NZ1401 will then be used to train the first of six RNZAF Qualified Flying Instructors (QFIs) who are to arrive in Wichita in early August, for their conversion course.

SQNLDR Brett Clayton will conduct two Initial Crown Factory Acceptance Test Flights on NZ1401 and one other NZDF T-6C from the Beechcraft factory in Wichita—a total of four Initial Crown Factory Acceptance Test Flights. These test flights are designed to provide the Crown with the final level of assurance that the NZDF T-6C aircraft are being produced in accordance with the contract, and are ready to begin the ferry flights to Ohakea. Additionally, SQNLDR Clayton, for the Crown, will fly each aircraft once, for the Final Crown Acceptance Test Flights, after each T-6C is delivered to Ohakea.

At Wichita, Beechcraft is responsible for all Quality Assurance Production Test Flights for all NZDF T-6C aircraft. The number of test flights required may vary per aircraft. The Quality Assurance Production Test Flights was developed initially for the T-6A during the early stages of the T-6 programme for the US Government. This is a “proven process” and the company has used this procedure to accept more than 800 T-6 aircraft.

In mid-August, NZ1401 will begin its 26 leg ferry flight to New Zealand, arriving on 20 August 2014. The ferry route was proven by Beechcraft when they sent their company demonstrator out to NZ in March 2012; the route goes via Canada, Greenland, Iceland, Europe, the Middle East and SE Asia to Australia and NZ. That aircraft will remain in Beechcraft ownership for maintenance training purposes until the official handover to the RNZAF in November.
A KIWI AT RAAF PEARCE

By FLTLT Michael Williams, 2FTS RNZAF/RAAF Exchange QFI

The opportunity to participate in the RAAF/RNZAF flight instructor exchange had been a career goal since I first learnt of it during my Wings Course. So in mid-2013 we were excited as the house was packed into a container marked for ‘Perth, Western Australia’. The chance to fly an aircraft type not operated by the RNZAF, to live in Perth, and to experience the culture of another Air Force, promised many challenges. This was made all the more interesting by my previous role instructing Advanced Wings Course students on the King Air, while I was also aware of the looming decision for a new pilot training capability for the RNZAF.

Feeling very much like the new kid at school I fronted up to 2 Flying Training School at RAAF Base Pearce, WA. First impressions were that it was all very much like the RNZAF pilot training system, but on a significantly larger scale—at least three times the size of our own Pilot Training Squadron.

Both the RAAF and RNZAF use the New Zealand-built CT4 Airtrainer for initial training, however whereas the RNZAF uses the civilian B200PL King Air for the advanced phase, the RAAF utilise the Pilatus PC-9A—a single engine turboprop aircraft that is designed and built as a dedicated military pilot training aircraft. Apart from aerobatics and formation flying however, the 38 week, 118 hour advanced course is largely similar to that conducted by the RNZAF.

Before leaving New Zealand, I was fortunate enough to provide some in-flight and technical-based input into the PTC project, that subsequently selected the Beech Texan II for the RNZAF; therefore a comparison with the Pilatus PC-9 was inevitable.

The RAAF started operating 67 Pilatus PC-9A aircraft in the late 1980s, however the basic design and performance is directly comparable to present-day military advanced pilot trainers (the current Pilatus PC-9M for example). albeit the RAAF PC-9 has previous generation avionics. Aviation enthusiasts will know that the Beech Texan II is in fact a development of the PC-9, and the family lineage (externally at least) is obvious.
However the PC-9 has a slightly lighter control ‘feel’ to it, whereas the Texan II (with its extra power and weight) has a more business-like solid character. Both have around 1000hp, and provide similar levels of performance—an upper level cruise of around 300kts (555km/hr) and both can conduct low level navigation exercises at four nautical miles a minute (445km/hr).

The selection of the Beechcraft Texan II for the RNZAF provides a contemporary, dedicated, military trainer that will extend students and flight instructors alike for many years to come.

Along with the flying aspect of the exchange, the Perth lifestyle is fantastic. The beaches are great, the summer is endless, and my workmates are more than happy to share a laugh. The Australian scenery is vastly dramatic—as was bought home to me during first a drive, and then ferry flight of a PC-9, right across the country.

So what have I learnt from this exchange so far? While I still have much of the exchange yet to go, apart from the size and aircraft types I can already see that the RNZAF and RAAF are often not as similar as one might initially think. The differences are however healthy, and the sense of humour is universal. Like the RAAF, the RNZAF should be proud with where it is at, and in the future direction that it is heading.

I’ve also learnt that Specific Ground Range not only applies to flying an aircraft across the Pacific, but also to driving a beat-up old car across Australia. If you don’t take into account the 35kt head wind on a 147km dead straight piece of desert road, you might just run out of gas a lot sooner than you’d think!
Flying Training

Last month Air Force News highlighted Exercise WISEOWL at Nelson, and the people behind the scenes who ran the deployed camp. This month Natala Low of DCG looks at the flying.

WISEOWL IN FLIGHT!

The weather forecasts were patchy but Detachment Commander SQNLDR Ben Stephens was confident that morale was high among the 80 RNZAF personnel who deployed on Exercise WISEOWL 98 in May. For each Wings Course, Exercise WISEOWL is planned as the first time the trainee military pilots deploy away from Ohakea. It gives them an opportunity to operate from a remote location while being tested in a variety of military flying tasks, including formation flying and mountain flying.

“This year we had seven trainee pilots (from 13/2 Wings Course). They had started flying training in October 2013 and when they arrived at WISEOWL they had at least 30 flying hours logged,” SQNLDR Stephens said.

Over the course of the ten-day exercise trainee pilots flew twice a day whenever the weather was suitable, with each flight being one hour and 36 minutes in the air. Along with learning new flying techniques, such as mountain flying, the trainees also have to contend with flying in a different airspace, navigating over unfamiliar terrain and working with an airport control tower that is busy with lots of other aviation traffic [Nelson is NZ’s fourth busiest airport].

For many trainees one of the best things about WISEOWL is the ability to meet other personnel in other trades and get out of the ‘training bubble’ at Ohakea for a few weeks. PLTFF Alex Laurence, from Nelson, is loving the Wings Course and hopes to eventually fly NH90 helicopters.

“I’m enjoying everything about the course. Learning the new flying techniques is hard but you don’t have time to stress about it when you’re up in the air, as there are so many other things to think about——like, what is happening outside the aircraft, the weather, and what you need to do next. It was an awesome opportunity to go on Exercise WISEOWL in my hometown.”

This was also the first WISEOWL exercise for many of the support personnel. On the air side of the deployed camp, the Aviation Refuellers came to Nelson from Whenuapai, after a journey that included pit stops in Ohakea and Woodbourne. The CT-4E Airtrainers use AVGAS, a different fuel from the AVTUR used in other RNZAF aircraft, and the RNZAF Refuellers used a fuel trailer and sourced fuel from stocks at Nelson airport.

By the time WISEOWL broke camp, the Detachment had had a successful flying programme and held a well-attended public open day. SQNLDR Stephens was already looking ahead.
“WISEOWL is a great opportunity for the RNZAF to mix with the public and showcase our professionalism.”

“WISEOWL is a great opportunity for the RNZAF to mix with the public and showcase our professionalism. This year’s exercise has a special significance as it is the last full scale WISEOWL with the CT-4E Airtrainers, as they are to be retired at the end of 2014. The new Beech T-6C Texan II will be used on the Wings courses from 2016. We are looking forward to conducting future WISEOWLs with the new aircraft when we will also be able to showcase our cutting edge technology.”

PLTOFF Alex Laurence provides the postscript: “By the end of WISEOWL, most of our course had worked through much of the formation phase, and we were very close to the first solo formation flight. Those of us who didn’t fly solo in formation at WISEOWL did so once we returned to Ohakea. Now [mid-June] we have finished the formation phase of our training and are onto the instrument flying phase. Looking ahead, we will be progressing to the navigation phase in the next few weeks.”

A CT4 Airtrainer comes into land at Nelson on 06 May.
The last 10 months, 13/01 Orion Conversion Course (OCC) undertook ground-based and flying training, to prepare the course members to operate as crew onboard the P-3K2 Orion in the Surveillance and Search & Rescue roles. This was the first P-3K2 conversion course so it was a significant milestone for everyone involved.

Our Graduation Parade, on 30 May, was the culmination of months of hard work by all students, instructors and the rest of the Squadron. The course—and the Squadron—had several additional challenges due to real-time operations, particularly the search for MH-370.

The students on OCC consisted of ab-initio NCO Aircrew, Pilots and Air Warfare Officers (AWO) completing their initial conversion onto the P-3K2 from initial flying training and some aircrew returning to the Squadron from other postings. For the Pilots and AWOs, the OCC optimised their skills for the RNZAF P-3K2. For the NCO trades on course, it presented the initial trade training for their respective roles. The course was divided into specialist and combined phases, allowing us to operate effectively and efficiently as a crew.

OCC 13/01 began last August for ‘back-end crew’ (AWOs & AW Specialists, Air Ordnancemen) and in October for the flight deck crew (Pilots & Air Engineers). There were various ground phases, some specialised for each trade as well as combined phases. The flying consisted of familiarisation and conversion flights more focussed on developing the skills of individual trades before culminating in a series of combined crew flights where we developed our crew procedures as a whole.

The final event of course was our First Voyage. We deployed in two crews to Samoa, conducting NORPAT patrols, a routine 5 Sqn commitment. This was an ideal opportunity for consolidation of our skills in a real-world situation as well as serving to be our D-Categorisation check flight, the final hurdle of course.

On our Graduation day, the Reviewing Officer was AVMyardley, the Chief of Air Force. He has a special interest in the P-3 Orion, having been posted to No. 5 Squadron, where he served as both a Navigator and Tactical Co-Coordinator (TACCO) for a number of years before being appointed as Commanding Officer of 5 Sqn and subsequently serving as the Project Manager for the P-3 Systems Upgrade, in 2002-6.

Other distinguished guests at the parade were W/O Richard Pleasants, son of Gats Pleasants, the former Squadron member for whom one of our key trophies is named, and SQNLDR James Martin, the current Staff Officer Maritime Patrol.

The highlights of the parade were the recipients being awarded their respective brevets, parchments, medals and trophies in front of their friends, family and fellow Squadron members. This was a proud moment for us all. We also had an Orion open for us to show our guests over and describe our jobs on board, which was a special opportunity for them.

SGT Greenfield and his family

The Gats Pleasants Airmanship Trophy is awarded to the ab-initio student who, in the opinion of the training staff and instructors, displays the best attitudes, aptitudes, teamwork, airmanship and all-round personal qualities throughout the Orion Conversion Course.

- SGT M.W. Greenfield
**THE SIR ROBERT CLARK-HALL TROPHY**

The Clark-Hall trophy was presented by members of the RNZAF association in memory of Air Vice-Marshall Sir Robert Clark-Hall. The Clark-Hall trophy is awarded to the Air Warfare Specialist who graduates from the Orion Conversion Course with the highest aggregate marks.

- CPL H.J. McCulloch

**BREVET RECIPIENTS**

The brevet is the badge awarded upon the completion of aircrew training and is the first major milestone of all aircrew careers. The history of the brevet can be traced back to WWI as a means of identifying aircrew who took part in flying combat operations. Over time, brevet trades have expanded to meet the complexities of modern flying operations.

- **Air Engineer:**
  - SGT A. August
  - SGT D.S. Peacock

- **Air Warfare Specialist:**
  - SGT M.W. Greenfield
  - SGT. N.P. Rowe
  - CPL M.H. Bowyer
  - CPL C.L. Jensen
  - CPL P.L. McCabe
  - CPL H.J. McCulloch
  - CPL D.F.A Ross-Murphy

- **Air Ordnanceman:**
  - SGT D.R. Ross

**GRADUATING PARCHMENT RECIPIENTS**

Graduation parchments were presented to those personnel who had previously completed their aircrew training and already possess a brevet.

- **Pilot**
  - FLTLT J.C. Arnott-Steel
  - FLTLT A.J.S. Booth
  - FLTLT B.E. Mann
  - FGOFF T.R. Stevens

- **Air Warfare Officer**
  - FLTLT K.L. Chipman
  - FLTLT L.J.T. Fox
  - FLTLT E.N.F. King
  - PLTOFF S.M. Mann

- **Air Engineer**
  - W/O R.J. Gillies
  - SGT S.K. Sutherland

- **Air Ordnanceman**
  - W/O G.J. Anderson

**LONG SERVICE AWARDS**

The parade was also an opportunity to present long service medals to a number of our Squadron personnel, including the CO.

- WGCDDR R C Shearer
- FLTLT S T K Rogers
- F/S M E Foster (Clasp to LS&GCM) stands beside WGCDDR R C Shearer (NZFA)

**ARMED FORCES AWARD**

- WLTLT K.L. Chipman
- WLTLT E.N.F. King
- PLTOFF S.M. Mann

**CLASP TO THE LONG SERVICE & GOOD CONDUCT MEDAL**

- F/S M E Foster
- SGT M W Greenfield

**LONG SERVICE & GOOD CONDUCT MEDAL**

- SGT D.P. Hart
- SGT J.M. Riley

**AIRBORNE SURVEILLANCE & RECONNAISSANCE CAPABILITY**

*By AVM Mike Yardley, CAF*

The recent conversion course graduation for No 5 Squadron (above) also signalled a transition into ‘business as usual’ for ongoing 5 Sqn crew training. The Squadron now has a good number of operational crews, which is the result of a lot of effort by all in the Squadron. With much juggling by the Maintenance Flight and the associated logistics support elements, to meet the tasks while also undertaking the necessary servicing, the collaboration to achieve the new crew training and the resultant improvement in capability, demonstrates the team approach across the unit, 485 Wing and in Base Auckland.

Additionally, No. 230 and 209 Squadron have been putting the Mobile Tactical Operations Centre (MTOC) through its paces in preparation for Op TIKI next month. The MTOC is an important development for our operations and its evolution emphasises that our upgraded aircraft need significant support to be successful on operations. The MTOC integrates the intelligence, communications, and mission planning into a ‘one stop shop’, allowing the crews to be better supported.

The MTOC has been set up at 485 Wing and has been supporting P-3K2 flying since June, as part of the preparations for the deployment to the Middle East/Gulf of Arabia. The MTOC is a clear demonstration that the Air Force’s innovations are at the forefront of the NZDF.
Flying Training

A109 HELICOPTER BASIC COURSE

By SQNLDR Hayden Sheard, Joint Project Office (T-6C Texan)

The inaugural Helicopter Basic Course (HBC) utilising the A109LUH commenced in January of this year. This sees the A109 finally being utilised in its primary function as the basic training helicopter for the NZDF; preparing both RNZAF and RNZN helicopter pilots and crewmen for full operational employment on the NH90 and the SH-2 Seasprite.

14/1 HBC comprises a great mix of students. FLTLTs Nick Dawson and Loic Ifrah are joined by FGOFs Penny Khull, Lindsay Johnstone and Matt Comber, to expand on their already proven aeronautical knowledge and learn the art of piloting a modern helicopter. Instructing the pilot course are Qualified Helicopter Instructors SQNLDR’s Aussie Smith, Ron Thacker, Graham Burnnand, Greg Jane and myself.

The Helicopter Crewman (HCM) side of the course includes SGT Rory Quinn, CPLs Lyle Wooler, Sam Gill and Neil Chappell, with ACWS Quincy Gurnell representing the Senior Service. Qualified Aircrew Instructors W/O A-J Bailey, F/SGTs Richie Wing, Glen Whitley and Gaza Clark have been showing the ‘crew pups’ the ropes.

The A109 HBC syllabus contains a combined period of ground school, where the pilots and HCM students all undertake the same technical, aerodynamic and role based theory training, prior to essentially separating into two separate flying syllabi. The pilots and HCM will come together at certain points throughout the course where sortie objectives are aligned and aircraft/simulator resources can be shared.

The pilot course involves a range of flying from basic day handling right through to NVG navigation and role-based flying at low level.

The HCM course takes the prospective back-enders through basic voice marshalling onto winch operation and role techniques.

The aim of the course is to provide all graduates the necessary knowledge, skills and attitudes required of modern NZDF helicopter aircrew. So far, all students are ‘fitting the bill’ by successfully completing their first flying phase tests on the helicopter.

A very new element of the HBC (apart from the beautiful looking aircraft) is the high utilisation of simulation—approximately 50% of the total hours for the pilots’ course. The A109LUH Full Flight Simulator, co-located at Ohakea, is proving to not only provide a significant financial saving on individual training costs, but also allows the students to experience a vast array of abnormal and emergency situations in absolute safety.

Both students and instructors can practice and refine their emergency handling skills in a very realistic environment without risking their lives (or the equipment) and this is, so far, producing quite a well-rounded rotary-wing flyer.

When you compare the two photographs here, the first shows the inaugural RNZAF HBC in 1966, flying the Bell 47 Sioux. The other, of 14/1 HBC and the A109LUH, shows that we have come a long way in terms of technology in a very short space of time (we were still flying the Bell 47 only 4 years ago!). They also underline that flying helicopters in the NZDF has been a tri-Service affair right from the outset.

The current HBC continues into its night flying phase and is due to finish by November. I see the same sparkle of enthusiasm in the eyes of 14/1 HBC that is evident in the faces of their predecessors of nearly 50 years. I can only put that down to the old saying that “to fly is heavenly, to hover...divine!”
Hidden among the big-ticket upgrades happening across the RNZAF, HQ 485 Wing has been plugging away at introducing the Electronic Flight Bag (EFB) into service across our fleets. The aim of the project is to provide an electronic means to access charts, approach plates and publications, as well as provide flight planning tools and applications for aircrew, on a convenient and portable device.

The platform chosen is the iPad3, to act as a Class One (unmounted, portable electronic device) EFB. As FLTLT Matt Tristram, Staff Officer Software, Simulation and Mission Planning, explains:

“The Apple iOS was assessed as the best operating system from an engineering viewpoint, providing a greater amount of control over configuration and security.”

The first aircraft to trial the EFB was the C-130H(NZ). The EFB provided a basic capability using Jeppesen Mobile Flight Deck to display terminal procedures, world-wide charts and Aeronautical Information Publications (AIP). As well as providing more flexibility and ease of updating, FGOFF Izak Pivak, 40 Sqn AWO, notes that the EFB makes “Finding information faster—using a computer-based search, as well as being easier to read at night than paper publications”.

Now the focus is moving south to Ohakea-based units, with trials shortly to commence on the NH-90, A-109 and B200L. Mobile Device Management will be introduced to ensure robust configuration control and provide remote support, along with electronic forms of the NZ AIP to provide access to the VFR information required for domestic operations.

The six-month duration of the trial is mandated by CAA. Once complete, the next step will be to load additional applications to assist flight planning, as well as publications such as AVOs, flight manuals and checklists. These should see the final realisation of the project’s goals—weight saving, version control and reduced individual workload.

A number of hurdles have had to be jumped, to get what is effectively a Portable Electronic Device into the flight deck. FLTLT Tristram has had to coordinate decompression testing and electronic source/victim testing, as well as implement strict procedures to ensure the devices do not become ‘contaminated’ with Angry Birds or any other form of unauthorised software acquired by aircrew magpies. The support of 230 (MS) Squadron and Whenuapai Avionics Flight has been essential in this process.

We look forward to working with 488WG and the Ohakea Squadrons to keep the momentum of this project going.
NEW AIR MOVEMENTS TERMINAL, OHAKEA

The new Air Movements Terminal Ohakea was opened by the Minister of Defence, the Honourable Dr Jonathan Coleman, on 19 June. The new terminal is the latest element of Project Takatini and has been built to replace the old, small Air Movements facility that was not able to cope with demands placed on it.

The facility covers 5,800 square metres and is multifunctional, including conference facilities, baggage handling areas, a purpose-built freight handling facility, with secure military communication systems, and international transfer and customs capability. The building will only be used for NZDF personnel passenger transfer and freight transport business; it will expedite international and national passenger processing, freight transport and operational activities, increasing the NZDF’s capabilities for operational deployments or exercises.

The conference centre is expected to be used not only by Ohakea based units, but by other NZDF commands.

With the number of NZDF exercises and on-going operational deployments, plus the number of conference facility clients, the new AMT will be well-used, boosting inter-service operability and supporting Defence international partnerships.
The Ohakea cultural group greet the official party. This room is the multi-purpose room that can be a conference venue, or arrivals and departure lounge, among other roles.

Contractors put the finishing touches to the main entry canopy on 03 June.

The north side of the terminal during construction. The main entry from the road is at right.

Electricians at work during early June.
Italian Campaign veterans and their support party about to depart Base Auckland in a 40 Sqn B757 on 13 May, for the 70th Anniversary Commemoration of the Battle of Cassino, 1944.

In Singapore on 09 June, RA Jack Steer presented SqnLdr Shaunio-Jo Graham of the NZ Defence Support Unit (S E Asia) with his Commendation, for her commitment, exemplary logistic knowledge and flexibility while supporting HMNZS TE MANA during three different operational deployments.

FLT Lt Nathan Barrack remembers the fallen at the Bayeux War Cemetery in Normandy. Nathan was the pilot of the B757 for the mission to take NZ veterans to the 70th anniversary of D-Day.

WgCdr Darryl Cockroft, CO 209 Sqn, made a range of presentations to Squadron members some weeks ago: Top row: LAC R. Kelly (NZSM) SGT A Armstrong-Barrington (CO’s Commendation) Mrs. K. Berry (CO’s Commendation). Front row: W/O G. Gulliver (W/O Parchment) FgOff J. McCrea (Officer Parchment) WgCdr Cockroft, Flt Off S McCrea (Officer Parchment) & Flt Lt D Hook (Officer Parchment).

The NZ Normandy veterans and their support party before departing Base Auckland on 01 June, for the commemorative ceremonies in France.

Former RNZAF serviceman, Senior Constable Karl Williams (Woodville Police Station) received his Defence Service Medal from Ms Karley Johns of NZDF archives on 12 June. Snr Constable Williams had discovered a WWI commemorative plaque at Woodville that he presented to a Wellington family.

Air Loadmaster F/S Kenny Murray cuts a cake presented to him to mark the milestone of 10,000 flying hours. At the time, on 10 June, he was over the Indian Ocean at 37,000 ft in the B757 bringing the NZ D-Day 70th Anniversary Delegation home.
During the recent 6 Sqn family day, CPL Gill Lindsay offered face painting to the youngsters; CPL Jonathan Baylis fibbed about his age to get face painted too.

ADM Samuel Locklear, Commander U.S. Pacific Command (left) met with CDF and senior leaders of the NZDF during an official visit in April. AVM Yardley sits with his back to the camera, AVM Short VCDF sits at right. Photo: US Navy

The Duke and Duchess of Cambridge with the RNZAF team who supported their recent Royal Visit. See AFNews 158 and 159 for the tour reports.
Photography by Woolf, Crown copyright.

SQNLDR Steve Hunt (l) and FGOFF Luka Barasic (r) with students from ‘Team Engineering Science and Bio Medical Engineering’ at the University of Auckland Faculty of Engineering. The two RNZAF officers were guest judges for the ChalEng competition on 06 June, in which helium balloon ‘airships’ were navigated through an obstacle course.

The Avro Lancaster at MOTAT has been repainted to represent AA-M of No 75(NZ) Sqn. AVM Mike Yardley attended the unveiling on 08 June with (l to r): MACr Andrew Burrows, F/S Danny Parsons, FLT/LT David Irvine, GPCAPT Mike Longstaff (Defence Attaché-Brunel), CAF, LTCOL Tim Woodman (Defence Attaché-NZ) & MACr Trevor Parker.
Delivering Capability

THE BASE COMMANDER
AND THE MILITARY
AIR BASE

By AIRCDRE Andrew Woods, Deputy Chief of Air Force

We are re-instating the position of Base Commander to provide a single point of accountability for all of the roles of our Air Bases, and to emphasise the tremendous capability these complex entities represent.

The Military Air Base is key to the delivery of our Air Force’s capabilities to meet Government-directed outputs; it is a fundamental part of what it takes to generate military aircraft operations.

Aviation is a complex undertaking, and military aviation more so. It is heavily dependent upon leading-edge technology and high-value platforms; air forces are built around aircraft. But getting these aircraft airborne and achieving their mission, only occurs if a dynamic and interdependent system of supporting units coordinates perfectly to ‘generate’ that mission. That is the role of the Military Air Base.

At its simplest, an Air Base is built around an airfield: runways and hard-standing from which aircraft (fixed-wing and rotary-wing) can operate. An Air Force’s aircraft offer speed, range, and flexibility unmatched by other military capabilities, but their limitation is that they do need a base from which to operate. A military airfield is not just a large flat space to land aircraft, it is itself a piece of technology; a complex network of navigation aids, communications, airfield lighting, air traffic control, and airfield management.

To take an airfield and then generate military air operations the Air Base must integrate into an overall ‘system’: the ability to fuel, arm, maintain, and load aircraft. The complexity of the task (from delivering weapons with a P-3, to delivering pallets of humanitarian aid by a C-130) and the complexity of the aircraft involved, means each of these functions is itself a complex sub-system of people, equipment, procedures, training, and regulation.

A further layer of the ‘system’ is then added in the form of mission planning and post-mission analysis, an area that has expanded exponentially as we have introduced the new capabilities of aircraft such as the P-3K2 and NH90.

The number of individual pieces that make up the Air Base system is remarkable, as is the complexity of integrating them all. Generating a mission relies on hangars and workshops, test equipment and tooling, weapons loading areas, air movements terminals, briefing rooms, simulators, communications systems, mission planning computers, fuel farms and a host of other pieces of the puzzle. Of course, behind all of these ‘things’ sit all of the people with the right skills, training, and experience to make the system work.

All of these pieces, and all of these layers, need to come
The NZ Army has recently taken delivery of the MAN HX60 Medium to Heavy Operational Vehicle (MHOV) which will replace the Mercedes Benz Unimog. The HX60 variants, which include Winch, Crane, Dumper and Cargo models, have undergone a modification process to ensure they are fit for purpose in the NZDF.

No. 40 Sqn Air Load Masters and Air Movements Auckland personnel conducted the first trial load into a Hercules of the MHOV HX60 Winch variant, on Tuesday 10 June. The trial had a positive outcome with the MHOV HX60 Winch variant being successfully loaded. Readers will see that the vehicle’s wing mirrors are designed to fold forward, so as to keep the vehicle’s overall width within the aircraft’s load limits.

Further trials will take place for the remaining variants as they complete the NZDF modification process and introduction into service.
AUSTRALIAN AIR POWER CONFERENCE
A CENTURY OF MILITARY AVIATION

By SQNLDR Robert Nash*

The first military flight in Australia took place on 01 March 1914, at the birthplace and spiritual home of the Australian Flying Corps, RAAF Williams Point Cook Base, near Melbourne, in Victoria. In March 2014, the RAAF hosted its biennial Air Power Conference to celebrate A Century of Military Aviation in Australia. The two-day conference featured international speakers, ‘rock star’ specialists in the application and history of air power.

The speakers enjoyed the rapt attention of an audience comprising one thousand members of the RAAF and invited guests from twenty-two allied and regional air forces. The speakers included serving and retired commanders of the RAAF, the RAF and the USAF, and air power specialists from Australia, the UK and the USA. Short biographies of the presenters and outlines of their presentations can be found on the website of the RAAF Air Power Development Centre: airpower.airforce.gov.au

Two days of presentations and panel discussions reinforced the fact that the study of airpower remains a fruitful endeavour. Historians continue to extract new insights from their studies; fresh examples discussed at this conference included:

• how the pervasive fear of aerial bombardment contributed to the appeasement of Nazi Germany in the 1930s;
• the influence of air base requirements on military strategy during WWII;
• the role that RNZAF and RAAF operations during and after WWII played in the creation of the ANZUS treaty; and
• the evolving nature of airpower in the modern world and it contribution to military operations in the 21st Century.

2014 also saw the 100th anniversary of military aviation in New Zealand. We were the first Dominion to take delivery of a military aircraft, in London, on 22 May 1913—a Bleriot XI-2 monoplane, christened Britannia. The Imperial Air Fleet Committee had agreed in 1911 that aircraft should be gifted to all Overseas Dominions in the interests of Imperial Defence, and the first was presented to NZ. Britannia arrived by sea in September, 1913, and flew for the first time in Auckland on 17 January, 1914 [see AFN 151 Sept 2013].

Military aviation developed quickly in the Dominions. Australia announced the creation of the Australian Air Corps in 1912 (although it took more than a year to become a practical flying corps). South Africa initiated civilian training for military aviators in September 1913, and the first South African pilots graduated from the Royal Flying Corps’ Central Flying School in the UK in June 1914.

The first flight of the Britannia in New Zealand was the first flight in any of the Dominions by an aeroplane acquired purposely for military service. Britannia beat the first flight by an Australian Flying Corps Bristol Boxkite by 42 days, and the first—and only—flight of the Canadian Aviation Corps’ American-built Dunne D.8 by eight months.

The 100th anniversary of military aviation in New Zealand passed almost completely unnoticed outside of the RNZAF. This is disappointing. World War I was the crucible in which military aviation was forged, with almost all of the modern roles and missions of military airpower established by 1918. The commemoration of the Great War offers the perfect opportunity to reflect on the contribution of airmen and air power during and since that world-shaping conflict.

Over the past century military aviation has contributed importantly to the development of the diplomatic, economic and military power of New Zealand, and to the well-being, employment and success of many New Zealanders. We have a professional obligation to honour our history in the air. There is much to celebrate—the unique contributions of New Zealand to the development of military and civilian aviation over the past one hundred years, and the contribution of aviation to the creation of modern New Zealand.

Forging a flight path to the future for military and civilian aviation in New Zealand will be more meaningful if our deliberations can take off from the firm runway of a clear sense of our history.

* SQNLDR Nash is an NZDF Teaching Fellow at the Centre for Defence and Security Studies at Massey University.
SEASPRITE (I) AND PENGUIN INTERFACE TRIAL

The SH-2G(I) Seasprite helicopters are continuing with their flying programme in Connecticut over the next several months, both for training and for each aircraft’s individual test and acceptance process.

As part of this process, the NZ Ministry of Defence arranged for flight tests with the Penguin anti-ship missile onboard. This testing was carried out in late May 2014 in conjunction with Kaman Aerospace Corporation and Kongsberg Defence & Aerospace AS, at Kaman’s facilities in Bloomfield, Connecticut.

The Penguin missile had previously been integrated and tested with the Seasprite helicopter and this most recent testing for New Zealand consisted of limited ‘regression tests’ of the helicopter and missile interfaces to re-affirm the in-flight behaviour of the complete, integrated, system.

The NZDF selected the Penguin missile on the basis of a combination of weapon capability and ease of integration with this model of the Seasprite.

The helicopters are scheduled to be delivered to New Zealand in batches, from early to mid-2015. The NZDF will undertake Operational Test and Evaluation after delivery from Kaman to progressively release the capabilities of the new maritime helicopter, including a live firing of the Penguin, scheduled for later in 2016.

Kaman now has all 11 airframes in various stages as they are returned to flying condition, after being held in storage. The helicopters are also having relatively minor modifications to suit New Zealand’s requirements; for example, installation of the Decklock system that is used in the RNZN ships to assist landing in high sea states.

Meanwhile back in Auckland, No. 6 Sqn held a family day in June, where the families of the 62 RNZAF and over 12 RNZN Squadron members all gathered to experience a part of Squadron life. The photo shows Petty Officer Helicopter Crewman Zach Taylor with his wife, Ariella, and his proud parents from Napier.

As well as viewing the helicopters, their day included a display by a Military Working Dog, the viewing of an upgraded P-3 Orion and the Crash-fire tenders, along with face painting and bouncy castles for the smaller children.

20 June was a special day for Corban Devey when he was given a flight in a SH-2G(NZ) Seasprite. Corban suffers from leukemia and the Make a Wish Foundation asked if he could take a flight in a military helicopter. “6 Squadron was delighted to grant Corban’s wish and make his dream a reality,” the Commanding Officer said.

Corban, who is passionate about aircraft, were taken on the flight with his parents. Among other sites, they flew over Starship Hospital so he could wave to his doctors and nurses. Corban is seen here carried by CAPT Matt Cross, who first met Corban at Camp Quality.
This summer the vibrant New Zealand air show scene will again attract aviation enthusiasts of all ages. In pursuit of its strategic goal of better public understanding, the RNZAF will take part in many of these events. Two of the major shows next year were launched in recent weeks.

**WINGS OVER WAIRARAPA 2015**

Wings Over Wairarapa 2015 will span 100 years of aviation history and showcase aircraft from some of the first flying machines right through to the latest, which are continually pushing the limits of technology. The Wairarapa, a region rich in aviation history, will host the three-day biennial airshow over Wellington Anniversary Weekend, 16 – 18 January at Hood Aerodrome, Masterton.

Tickets for the 2015 event are now on sale through websites www.ticketdirect.co.nz and www.wings.org.nz. A special 15% discount available, until 01 September 2014, by entering the ‘early bird’ promo code: Wings2015.

There are also corporate hospitality options available.

For more information:
www.wings.org.nz
Facebook/WOWairshow
Twitter/ WOWairshow.

**‘ANZAC PIONEERS’ FOR CLASSIC FIGHTERS 2015**

The organisers of the Classic Fighters Airshow at Omaka Airfield, Blenheim, have announced that their next biennial airshow during Easter 2015 will carry the theme ‘Anzac Pioneers’. This acknowledges the closeness of the show date to the actual anniversary of the beginning of the Anzac tradition on 25th April 1915.

The Classic Fighters Airshow has always had a strong trans-Tasman flavour with regular Australian participation at the historic Omaka airfield. In 2015 the air show will include a distinctive mix of aircraft representing WWI, and a healthy mix of WWII aircraft, including the ‘resident’ Focke-Wulf Fw190 and the world’s only flying Avro Anson Mk1.

‘Early bird’ ticket sales are open:
http://www.classicfighters.co.nz/

**PROTECTING D-DAY**

At the launch of Wings over Wairarapa15 on 09 April, former SQNLDR Les Munro described one of the remarkable air operations of WWII. On the night of 5/6 June 1944 in Operation Taxable, 617 Sqn RAF flew a demanding and precise mission to simulate an invasion fleet approaching the Calais area, distracting the German defenders from the real landing at Normandy. It was part of the extensive electronic deception measures put in place by the RAF, which defended the invasion fleet from radar detection throughout its approach to the D-Day beaches.

Les has been a long-standing supporter of NZ air shows, and his support for Wings Over Wairarapa reflects his public spirit.
We have also supported many ceremonial parades in Wellington, including the 70th Anniversaries of the Battle of Monte Cassino and D-Day, and the 73rd anniversary of the Battle of Crete.

The Auckland band had another concert in the Morning Melodies series at the Bruce Mason Centre, attracting a good audience. They had the pleasure of hearing one of New Zealand’s leading Brass players, LAC Riki McDonnell, play the euphonium solo Carnival Cocktail—which received a massive ovation. The Auckland band also supported the Change of Command Parade at Whenuapai.

On 6 June we supplied a jazz ensemble for the opening of the Fernleaf Club in Freyberg House, Wellington. The band provided background period music from the 1930’s before covering some more familiar tunes which seemed to be popular with those attending. The positive response and feedback is true testament to the depth of skill within the 8 piece band and we look forward to further engagements there.

Many other smaller events, from bugling to small group jobs, have kept our Band and players in the public eye. This will continue over the next few months with a number of ceremonial duties and small-scale public performances.

**THE AIR FORCE PROMS**

**with Mark Hadlow and special guests**

2:30pm, 31 August 2014
Wellington Opera House

Tickets available from Ticketek:
Adults from $20*, Children from $15*

*service fees apply

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**OBJECT OF THE MONTH**

*By Michelle Sim, Archives Technician*

**1988/1262.1 - Bottle of Ferrous Sulfate Tablets**

Glass bottle of American-produced Ferrous Sulfate [sulphate] tablets, for the treatment of iron deficiency anaemia, as used during WWII. Brown glass bottle with paper label and metal cap, about half full of green triangular tablets.

Food supplies for New Zealand forces in the Solomon Islands came through the US supply chain: dehydrated and canned food stuffs and refrigerated (often NZ-sourced) meat. The tropical conditions adversely affected the palatability of the supplied food and often suppressed individual’s appetites as well. The result was that many personnel did not eat a full range of sufficient food and thus developed vitamin deficiencies. The iron tablets were one way of countering this.

From the collection of AIRCDRE Stanley Gilbert Quill, OBE, DFC, who served in the Pacific in 1943-44 with 14 Sqn, flying Kittyhawks. Later he was OC Fighter Wing, Bougainville. He went on to have a distinguished career in the post-war RNZAF.
It all started with an ‘oh so innocent’ question from my friend Karinne Gillies, the owner of Glamour & Grace, High Tea & Event Styling.

“So Bronnie—I’ve been thinking of how you and others in the wider Air Force community have had up close and personal encounters with breast cancer [see sidebar]. I’d really like to host a Pink Ribbon Breakfast to raise awareness and funds for the NZ Breast Cancer Foundation (NZ BCF). Would you like to be involved?”

How could I say no! Friends and I had already toyed with the idea of hosting a pink ribbon fundraiser, but our vision of a couple of scones followed by a cuppa for about 20 or so, was not on the scale Karinne had in mind. Once ex-Air Force medic Karinne decides to do something, there is no going back! We soon realised that we would need a small but dedicated committee to make the day a success—and they would need to be tough if they were going to survive Karinne’s hard driving!

The ‘Pink Ribbon Breakfast’ is the flagship event of the NZ BCF, which invites people to host a fundraising event in May each year. All proceeds go directly toward funding breast cancer research and awareness campaigns, in the hope that eventually cancer can be prevented rather than cured. And of course there is the bonus opportunity of dressing up in pink! We decided to call ours the ‘RNZAF Pink Ribbon High Tea’ which we held in the afternoon.

With our committee assembled, we had to come up with a ‘fundraising target’ for our Host Fundraiser Page. We thought it would be fantastic if we could raise $1,500, but we worried that we wouldn’t be able to get the word out to make the event a success. As it happened, tickets flew off the shelf! We had fantastic support from Base personnel and their friends and family members. While some on the committee were busy with ticket sales, others were instructed to drum up prizes for our High Tea auctions, or donations to our host page. What really amazed me was the level of support from very small businesses that just wanted to ‘make a difference’. Many of these businesses had connections to the Air Force, either as dependants or as friends of serving personnel.

As if a High Tea wasn’t enough, other members of the committee were keen to have a ‘Bake and Take’. This involved asking Base Auckland personnel if they could donate some home baking, and then making people pay for the privilege of eating it. The ladies made a whopping $1000 from the bake sale alone—it’s amazing what appeal a ‘boob cake’ has to the guys (congratulations to 40Sq on raising the most money—no surprises that they really wanted to get their hands on those boobs!).

All of a sudden, we were out of time … Saturday 31 May was here. The Auckland W/O and SNCO Mess was transformed into a pink wonderland that probably had a few old SNCOs turning in their graves! We had guest speakers ranging from women with first hand experience of breast cancer to a fashion stylist, to ensure the mood didn’t get too grim. With 100 guests in attendance, the message of early detection combined with more funding for research was hammered home. To my amazement, at the end of the High Tea it was
announced that we had managed to raise a grand total of $7070 for the NZ BCF.
I am humbled to be part of an organisation which is made up of amazing people who are willing to go out of their way to support such an event. I’m not just talking about serving personnel; it’s our dependants and people in the wider community who support us as well, when the going gets tough.
I’d like to make special mention of the dedicated volunteers who made up the organising committee; Mrs Karine Gillies (major sponsor and event coordinator), Mrs Maree Lloyd, Mrs Sarah Thompson, Mrs Ali Oliver, Mrs Emma Purdue, Mrs Jenni Temple, Mrs Louise King and SGT Roz Sutton. You can all have your lives back now, and pay some attention to your husbands, children and businesses – which had had a darn good ignoring in recent weeks!

Thanks also to support from various Base Auckland personnel; CO and XO OSW AK, CMC and Manager W/O and SNCO Mess, Mrs Charlene Subritzky (ESS Catering Manager) and last—but certainly not least—my own Command, CO 209 Sqn and OC Air Movements (you can have your AWOL Warrant Officer back now!)

Take a pat on the back everyone who supported our event. At last count the RNZAF Pink Ribbon High Tea was 3rd on the leader board for funds raised across the whole of NZ in the month of May. What a cool place to work!

The committee: Mrs Jenni Temple, Mrs Maree Lloyd, Mrs Karine Gillies, Mrs Louise King, W/O Bronwen Kelly, Mrs Sarah Thomson, Mrs Ali Oliver & Mrs Emma Purdue (absent on flying duties, SGT Roz Sutton).

‘THIS CAN’T BE HAPPENING’

“So – we did find something” are words W/O Bronwen Kelly will never forget. The former Geraldine local and Saint Margaret’s College Old Girl was diagnosed with breast cancer in 2013 after she found a pea-sized lump in her breast.

“After hearing my surgeon say I had Grade 2 Invasive Ductal Carcinoma, the most common invasive breast cancer, I pretty much glazed over: ‘this can’t be happening’, ‘I have little kids’, ‘I’m young, fit and healthy’, ‘this happens to other people’, were the thoughts going through my head,” she said.

Her survival is credited to her early detection of the cancer and the professionals who made up her medical team.

One year on, and the Auckland mother of two is back at work. She is an Air Loadmaster (ALM) on No.40 Squadron’s Hercules and Boeing 757 aircraft; the crewmember responsible for accurately calculating aircraft weight and balance, and supervising the loading and unloading of passengers and freight.

“I consider that I’ve been given a second chance at life, it really puts things in perspective. I make sure I take time out for myself as well as my kids,” she said. This month W/O Kelly celebrates 25 years in the RNZAF.

“I have been privileged to deploy to Kosovo, East Timor, Afghanistan, Solomon Islands, and Antarctica. Another career highlight was being part of the Air Force’s big disaster relief effort after the Christchurch earthquake.”

Community Support

OUR SPONSORS

Of course, no event would be a success without its sponsors, and I would like to make special mention of the following major sponsors who were extremely generous with their time, money and products:

- Glamour & Grace Event Styling High Tea and Hire business
- Elegant Lily for the Floral arrangements
- Taylor Brown Wines for their generous donation of sparkling wine for all guests
- Carlton Party Hire and Covers Decoration hire for decorative hire (they were super generous)
- Photobooth Auckland for some entertaining Photobooth fun on the day
- Kathryn’s Beauty
- Art of Nails, and
- Avon—for taking the time to come and provide some pampering for all the lovely ladies who were in attendance.
- And Olivia Kyle the very talented Harpist who played for us.

ADDITIONAL SPONSORS OF DONATIONS OR AUCTION ITEMS:

- Fit With You, Baby Sleep Consultant, Les Mills, Carriages, Top Notch Massage, Kauri Loop, All’s Swim School, Healthy Food Guide, Kirsty Wooding, DKHS LTD, NZ Women’s Weekly, Artyink, Sweet Bites Cakes, Velvet Delight Cup Cakes,
On 24 May five RNZAF Officers took on the Southern Alps on a 50cc scooter—to conquer the great divide and raise money for the NZ Cancer Society. The Tranz Alpine Scooter Safari is a bi-annual event that began in 2009 and involves riding a 50cc scooter from Christchurch over Arthur’s Pass to Hokitika in one day. Each bike is sponsored by donations from friends and family, with all the proceeds going to the Cancer Society. Our bike is called the Red Baron.

The 250km Tranz Alpine Scooter Safari is not for the faint-hearted. Started in support of a friend who was diagnosed with bowel cancer, the organisers designed it to be a cold, long, hard, gruelling and uncomfortable test of endurance on a city scooter. In their words: “If he’s going to get a sore butt, then we should too!”

Last year the Red Baron was discovered by FGOFF ‘Sammy’ Hatrix-Smith and myself. The scooter was in pretty rough condition—engine caked in dirt, the tyres flat, the electrics a shambles and the paintwork hammered. Despite this, we could sense that the Baron still had some life left, so we wheeled it back to our Squadron hangar where over several months I gave the Red Baron some phase level maintenance.

Aeropian 0700hrs on 24 May Team Red Baron and 249 other teams assembled at the Christchurch Air New Zealand hangar; after signing in, warming the bikes up, and getting a briefing, the air was filled with oily smoke and the sound of screaming two-strokes!

I rode the first leg, across the plains toward the foothills of the Southern Alps. The Red Baron needed 9000rpm to achieve 50 kph, but was outpaced by many of the other bikes on the flat. But almost all the others missed the first turnoff, resulting in the Red Baron being the 4th bike to arrive at the first stop! The event was not a race, but our pride was definitely on the line.

My brother set off for Sheffield where a hot pie was waiting. Sammy then took the reins, even as the weather began to deteriorate. With a pit stop that Ferrari would have been proud of, Sammy was changed on the side of the road into full wet weather gear—just in time to ride into Porter’s Pass and cold sleeting rain.

The Baron came into her own at this point as with her high revving engine she smoked past most of the other bikes. Sammy, weighing in at 90kgs, was observed at about 35 kph overtaking everything in his path—despite the headwind! It was a proud moment for the team, but just to make sure we subbed in our team members. My brother set off for Sheffield where a hot pie was waiting. Sammy then took the reins, even as the weather began to deteriorate. With a pit stop that Ferrari would have been proud of, Sammy was changed on the side of the road into full wet weather gear—just in time to ride into Porter’s Pass and cold sleet rain.

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Lunch was hosted by the friendly locals, then it was time to hit the road again (in pouring rain) for the return. FGOFF ‘Scuba Steve’ De Graaf set off through the worst of the weather. The roads were slippery, the rain was persistent, and the wind unpredictable, but the Red Baron just kept on going. With only one near miss due to a gust of wind while heading down Porter’s Pass, the bike and the team arrived in Kirwee unscathed, to attend the prize giving.

Team Red Baron won 2nd best bike on the day and came 6th of all the teams for raising money, with $3426.10. All told the Tranz Alpine Scooter Safari raised just on $200,000, a fantastic effort.

Many thanks to all who donated their money, expertise, and time for this event; especially the Day family for all their support (logistic, mechanical and fundraising) and to Stevie and Sally De Graaf’s family for putting us up for the weekend and lending us their van. It was awesome to use the bike for such a good cause.

Kudos as well, to the event organisers—Jayne and Mike Rattray. Since they began in 2009 they have raised nearly $600,000 for the NZ Cancer Society; an incredible effort!
The morning of 27 April eight Northern Region recruiters were about to tackle the ‘toughest event in the world’. We didn’t sport the rippling bods we had day-dreamed of, but—hey!—how hard could Tough Mudder be? It’s only 18.5 kms of mud, blood and electrocution!

It’s fair to say only blissful ignorance of what lay ahead got us all up to the start line.

Brooke Howard-Smith (the dude from Target) cajoled us to join in the chants echoing around the start line. Well, all but one, who was still chatting up the promo girls.

A quick countdown... and we were off! It wasn’t exactly a cracking pace, but we had to think about the long game; something that was lost on a number of the CrossFit types. Over the first kilometre we took up our natural positions - the rabbits: Cheryl, Stacey, Brendon, Roms, shot out to the front. I decided to take more of a tactical approach, at the back and offering friendly words to my fleet-footed team mates: “Slow down!”

The first few obstacles - a bit of mud here and a splash of water there – and our recruiting team were looking sharp! Then bam! We were up to our eyeballs in sludge too thick to walk through and not thick enough to walk on - reminiscent of that scene from Slumdog Millionaire (you know the one!) My idea of wearing DPM pants “to look even tougher than we usually do” was the worst; now we each had an extra couple of kgs of mud to carry.

Six km in, we hit the first of the two electric shock obstacles, aptly named ‘Electric Eel’. Hundreds of dangling tentacles, each with the potential to give you a high voltage whack, just above a pool of muddy water about 15cm deep. Add soaking wet human bodies to this and you have something resembling a challenge out of one of those Japanese game shows! (“I’ll never laugh at one of those again.)

We adopted a Human Centipede formation to crawl through the obstacle, letting out intermittent screams as the tentacles hit us. Great viewing for the spectators - even the paramedics were having a good laugh!

Kilometres 10 to 17 were a hazy conglomeration of ice baths, tyre mountains, fireman carries, jumps off of high things into muddy water, and mud pits, all interspersed by kilometres of running. Unfortunately by now the anti-chaffing cream had well and truly rubbed off - lucky for us another soaking was never far away.

By the time we hit ‘Everest” – an appropriately named half pipe 2 km from the end - our bodies were beginning to fail us. We each hurled ourselves up the slippery obstacle, while other members of the team were there to grab and pull us to the top. This allowed us to show our core values: courage, commitment, comradeship, integrity - and mess food.

From there it was a case of one heavy and blistered foot in front of the other until our final obstacle - another bout of electro-therapy! At least this time we didn’t have to crawl... until the first shock instantly seized any muscles which were still working, sending a couple of us face first into the ground.

As we all crossed the finish line, arms around each other, there was an overwhelming feeling of: pain, cramp and chaffing - but also of achievement. We had hauled each other through 18.5 km of mud and obstacles in 2 hours 35 minutes.

Throughout the event, there were no losers; everyone was awarded with the coveted orange headband, a souvenir to remember Mudder 2014 – a piece of cake!

WHAT IS TOUGH MUDDER?

With acknowledgement to the Waikato Times

Tough Mudder was created in 2010 and has had more than one million participants around the world before New Zealand’s first event at Hampton Downs Motorsport Park in North Waikato [this April]. About 6000 competitors took part in the two-day event.

Tough Mudder senior vice president for the Asia Pacific region, Drew Ward, said it exceeded his expectations.

“It’s not a race, it’s not a competition. The way the obstacles are designed requires people to work together and help each other and that generates a fantastic atmosphere and great sense of teamwork and camaraderie.”

The 20km course was filled with military-style obstacles and billed as ‘probably the toughest event on the planet’ to induce an odd mix of pain and pleasure. Obstacles included a barbed wire mud crawl called the ‘Kiss of Mud’, electrical wires ready to shock unwary athletes and a dumpster filled with iced water to make the toughest of the tough grit their teeth and clench their cheeks. Crazy names are part of the game: ‘An Arctic Enema,’ ‘Electroshock Therapy’ and a greasy pipe called ‘Everest’.

There were no losers; everyone was awarded with the coveted orange headband, a souvenir T-shirt and a beer!
An RNZAF team took part in this year’s Oxfam Trailwalker Challenge. F/S Virgil Clair reports…

This was the 9th year the 100km Oxfam Trailwalk has been held, and the 7th consecutive year our RNZAF team has participated. Each team raises a minimum of $2000 for Oxfam, to reduce poverty and injustice in the Asia-Pacific region. The overall goal is to raise $1 million. This year 265 teams entered—a total of 1060 trail-walkers. (By the end, 140 walkers had retired due to injury, exhaustion or on medical advice.)

This is not a relay, all teams must complete 100km together, in less than 36 hours over what is mainly an off-road course. Exhaustion, chafing, sore feet, cramps, blisters, aches and pains are all part and parcel of the event. We trained individually during the week and hiked 30-45km as a team each weekend from the start of 2014. Our preparations worked a treat as our injuries were limited to blisters and muscle ache and our physical recovery was virtually overnight. (The sleep deprivation took a bit longer!)

Our support crew met us at each checkpoint, assisting with injuries, sorting food and equipment, providing motivational slaps and doing promo work—handing out RNZAF stickers, drink bottles and caps. After 7 years our checkpoint routine works like clockwork and it makes life a lot easier for the walkers. Cheers guys!

The field was split into two, starting at 0600h and 0700h, with our start time being 0700. The start line was in Kinloch (north Taupo). Our team’s goal was not simply to complete the event but to be really competitive and aim for under 20 hours (our previous best time was 21 hrs 47min).

With a schedule of times for reaching each checkpoint, we kicked off with a very fast first leg (16.4km) during which we passed 28 teams who had started at 0600. Ian’s voice echoed across the hills as he shouted words of encouragement to other teams.

However as the day got hotter and dry and dusty, we were forced to slow. At Checkpoint 4 (54km mark), Ian was forced to retire due to sheer exhaustion and continuous leg cramps (note that 97 other walkers also retired at Checkpoints 4 and 5). After registering Ian’s retirement and completing running repairs Kris, Kat and I continued on.

We set off at dusk from the 54km mark—a full 1 ½ hours behind our required schedule—daunted but determined. That’s when our training and willpower really kicked in; in the dead of night, helped by the cooler temperatures and flatter tracks, we not just maintained our pace but actually got faster. This brought on some looks of bewilderment from other teams as we jogged past!

With 90% of the teams now behind us, we found ourselves walking for many kilometres without seeing another team, except maybe the faint light of someone’s headlamp in the
distance. It was during these times walking in the freezing cold wind through bush and over farmland following the line of glow sticks, that we started doubting our sanity!

When we reached Checkpoint 6 (85km), our support crew told us we were only 5 minutes behind our schedule. As happy as we were, we were also aware that our bodies were now seizing up. However Cross-Fit guru Yvonne joined us for this leg and pushed us to keep up the pace. We decided not to stop at the last checkpoint (94km) and Kris and I ditched our camelbaks to lighten the load.

In two minutes of passing the last checkpoint however, my headlamp failed and I had to follow the others as they lit the way ahead. Kris cracked his whip to keep us running at intervals (I found running in the dark wasn’t easy) and Kat persevered despite her bleeding foot.

We approached the last road into Taupo township. As we crossed the road we heard an official yelling out “2026”; we thought he was saying it was 20hrs 26 seconds and as such we had failed to crack 20 hours, and so slowed to a walk, totally gutted.

Suddenly Kris piped up: “That’s not the time, that’s our team number, we can still do it, bloody run!”

We took off running (which after 99km is torture) and our team ended up finishing in 19 hours, 56 minutes—what had seemed mission impossible was accomplished, just! This placed us 30th out of 265 teams, our Personal Best.

After team hugs and official photos, the walkers and support crew sat near the finish line celebrating with much needed drinks before heading back to the lodge for showers and sleep. Later in the day we went to the Hot Pools to soak our weary muscles—other teams could be identified by their walking the “Oxfam shuffle”!

THE TEAM

This year’s team was: F/S Virgil Clair (5th), Mr Kris de Lacy (2nd), Miss Kat Lawrence (7th), and Mr Ian Hingston (6th) walking with the ever vigilant and experienced support crew led by WGC DR Pete Johnson and Mrs Lisa Lualua-Aati assisted by 1st time supporters; FLT LT Richard Stent, SGT Victoria Fulton (walked in 2013) and Mrs Yvonne Gibbs.
By SQNLDR Mark Waters

The new Softball season starts this coming September, and the RNZAF Inter-Base tournament will be hosted by the Wellington Softball Club for the first time in over 15 years.

Our previous season ended on a high note as, for the fourth time in the past five years, the RNZAF Men’s Softball team won the Inter-Services Lauthala Bay Trophy. The Inter-Services tournament was held in Trentham in late February. Although the team was almost at full strength, the tournament did not start well for us. We faced two one-run losses to both Navy and Army in the first round. Salt was applied to our wounds on the second day when the Police team also beat us.

Thankfully double points were up for grabs in the second round, so our team knew what needed to be done! The rematch with Navy saw Air Force serve up a 6-0 drubbing – to prove the first round loss was a glitch. With the NZ Police first up on Day 3 we rested a few players as the overall tournament was out of reach and our focus was now on the Inter-Services final versus Army. The Police won 7-1.

A top effort by Greg Anderson on the mound, solid team defence and some great hitting saw the Air Force Men come out on top against Army, 7-1. We had won the Inter-Service trophy! A special mention of Gavin Kotua, who made it to the final innings before his hamstring went.

The RNZAF Women’s team had a different path to their Services final, comprehensively beating most teams. With a mixture of young talent and more experienced players the team began with a 6-4 win over Navy. Next up was the NZ Police and our women gave an impressive display, defeating Police 27-0.

Day 2 saw a strategic move by our women to rest pitcher and captain Shar Carson for the game against Army. This move took Army by surprise; they had to adjust to the great pitching of stand-in pitcher Hayley Ireland. Eventually they did adjust and Army came out winners, 15-5; leaving Army and Air Force 1st and 2nd seeds respectively going into the second round.
That afternoon (Day 2) saw a perhaps over-confident team go into their first second round game against NZ Police. The Police, in a significant turn-around, took the lead early and kept it until the last innings. Our women finally found their bats and in a come-from-behind rally of four runs, won the game 10–9.

Day 3 saw a clinical win over Navy (16–1) before the anticipated final against Army. Our women threw everything at this game but went down 5–1 to an Army team who were just as determined and focused.

Overall it was a successful tournament for the RNZAF teams and one which required the both teams to dig deep at various stages in order to make their respective finals.

Both teams, although boasting couple of key and talented ‘old heads’, possess a number of young players who are demonstrating considerable potential for the future.

Both teams, although boasting couple of key and talented ‘old heads’, possess a number of young players who are demonstrating considerable potential for the future. With these players, and increasing numbers of new players, joining the Softball fraternity, the future of RNZAF Softball looks bright.

Every Base Softball Club is keen to see new players and has gear available for those who don’t have gloves etc. So keep an eye out for the Club flyers or—if you see the teams practicing —get out there and give Softball a go! We will see you in Wellington. 🏏
Reunions

 PTSU 50th Anniversary:
 Celebrating 50 years of Parachute Training and Support Unit.
 27–29 March 2015, RNZAF Base Auckland
 Expressions of interest for attending this anniversary are invited from personnel that have been posted to, worked with or have conducted training at PTSU. The event will include air and ground displays in addition to a social event.
 Email: paul.lennox@nzdf.mil.nz to register your interest.
 Please include a brief description of your involvement / connection with PTSU.
 See www.facebook.com/PTSU.50

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

New Zealand Defence Industry Association (NZDIA) Forum 2014
 22–23 October 2014,
 Michael Fowler Centre, Wellington
 Email: contact@nzdia.co.nz
 Web: www.nzdia.co.nz

Vickers Vildebeest and Vincent
 The Vickers Vildebeest was a two-man torpedo bomber designed for the RAF in 1928, and in service from 1933. The Vickers Vincent was a general purpose variant of the Vildebeest with a three-man crew.
 New Zealand purchased 12 Mk III Vildebeests in 1935 for coastal defence and reconnaissance. Our aircraft had three-man crews, but were not fitted to drop torpedoes. The new aircraft arrived in NZ in mid-1935, then were followed by 27 ex-RAF aircraft in 1940-41 (of which 12 were the upgraded Mark IV with cowled Perseus engine and 3-bladed propeller). The fleet was numbered NZ 101-139.
 In the Vincent, the torpedo equipment was replaced by provision for an auxiliary fuel tank and 197 Vincentes were built between 1934 – 1936. Sixty were allocated to the RNZAF in 1939 (two more were assembled in NZ from spares) and numbered NZ 300-361.
 Both types were used in the RNZAF for maritime reconnaissance and training of pilots, air gunners and observers. The Pilot sat high in an open cockpit ahead of the upper wing, while the Gunner sat aft. The Observer (navigator) had a cabin behind and below the pilot with a sliding hatch for access (under the top wing) and a prone bomb aiming position.
 About 100 RAF Vildebeests were still operational at the outbreak of WWII. The British-based Vildebeests were replaced in 1940. The RAF’s Vincentes in the Middle East were used against the Italians and Iraqs in 1941.
 With the onset of the Japanese threat, the RNZAF Vildebeests and Vincentes were camouflaged during 1941.
 Two RAF Vildebeest Squadrons were still in service at Singapore when Japan attacked. On 26 January 1942 the Japanese landed only 250 miles from Singapore. In an act of cold courage, 21 Vildebeests, flown by RAF, RAF, RNZAF and RCAF aircrew, attacked in daylight; despite a fighter escort 11 were shot down. The survivors were withdrawn to Java.
 The Air Force Museum’s Vildebeest, NZ102, served with the Bomber Reconnaissance Flight, then with No. 2 Flying Training School. In late 1940 it was transferred to No.1 (General Reconnaissance) Sqn at Whenuapai.
 Many of the RNZAF’s fleet were lost through accidents and by mid-1943 the remaining aircraft had been replaced by more modern types. Subsequently the big biplanes were broken up for scrap; NZ102 was scrapped in June 1944.
 The remains of NZ102 were recovered in 1972 by MOTAT. Some restoration work was done before the project was exchanged with the Air Force Museum in 1986.
 Our Museum’s restoration combines salvaged parts with newly built items using damaged original parts as patterns (the original factory plans were destroyed in the 1940s). When complete, our Museum’s Vildebeest will be the only one of its type in the world.
### Vickers Vildebeest: Tech Specs

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<tr>
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<th>Powerplant</th>
<th>Armament</th>
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<tbody>
<tr>
<td><strong>Crew</strong></td>
<td>Two, pilot &amp; observer</td>
<td>Bristol Pegasus II air-cooled radial engine, 635 hp (474 kW)</td>
<td>Bombs</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td>36 ft 8 in (11.18 m)</td>
<td>Max speed</td>
<td>1,100 lb (500 kg) or</td>
</tr>
<tr>
<td><strong>Wing span</strong></td>
<td>49 ft 0 in (14.94 m)</td>
<td>143 mph (124 knots, 230 km/h)</td>
<td>1 × 18 in (457 mm) torpedo (RAF)</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td>14 ft 8 in (4.47 m)</td>
<td>Range</td>
<td>1 × fixed .303 in (7.7 mm) mg and</td>
</tr>
<tr>
<td><strong>Loaded weight</strong></td>
<td>8,500 lbs (3,864 kg)</td>
<td>Service ceiling</td>
<td>1 × flexible .303 in (7.7 mm) mg</td>
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<tr>
<td><strong>Powerplant</strong></td>
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<tr>
<td><strong>Service ceiling</strong></td>
<td>19,000 ft (5,800 m)</td>
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Officials gather at the Vickers aircraft factory at Weybridge in March 1935 for the official handover of Vildebeest NZ101. The size of the large biplane is evident; the lower wing leading edge is 6' (1.8 metres) off the ground. At the outboard sections of the upper leading edge are slats, high lift devices to assist landing and take off. Note the news reel cameras setup in the left foreground; we know that the group included: Sir Robert Maclean, Chairman of Vickers-Supermarine, Rex Pierson, the Chief Designer, Sir James Parr (NZ High Commissioner) and FLTLT A deT Neville RNZAF.

Photo: Air Force Museum of New Zealand.
22-24 August 2014

THE EXPERIENCE OF A LIFETIME

People, Personalities and Leaders in the First World War

Old Museum Building, Massey University

To register go to: WW100.massey.ac.nz

The international conference to examine and discuss the individuals, identities and leadership during the First World War. Renowned New Zealand historians will be joined by eminent international historians - Professor Sir Hew Strachan, Professor Michael Neiberg, Professor Peter Stanley, Professor Glyn Harper and Dr Mesut Uyar.