TOUCH DOWN!
ORION ARRIVES FOR RIMPAC
MERITORIOUS SERVICE MEDALS AWARDED
ITALIAN CAMPAIGN 1944
Our mission
To carry out military air operations to advance New Zealand's security interests with professionalism, integrity and teamwork.

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

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

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OUR P-3K2 ORION ARRIVES AT THE US MARINE CORPS AIR BASE AT KANEOHE BAY FOR EXERCISE RIMPAC IN HAWAII ON 05 JULY, AS WELL AS THE ORION, AN RNZAF MISSION SUPPORT TEAM DEPLOYED TO THE EXERCISE, SEE STORY ON PAGE 6.

PHOTO: LAC MARIA OOSTEBAAN, OHAKEA PHOTO FLIGHT
First Word

The NZDF pleaded guilty on 18 July to a charge under the Health and Safety in Employment Act 1992, of failing to take all practicable steps to ensure its people were not exposed to the hazard of a helicopter accident while at work (at Pukerua Bay, near Wellington, on 25 April 2010).

FIRST WORD

By Air Vice-Marshal Mike Yardley, Chief of Air Force

The New Zealand Defence Force and the Royal New Zealand Air Force have taken responsibility for the circumstances which led to the Iroquois accident that occurred on 25 April 2010.

This accident claimed the lives of three RNZAF personnel: Flight Lieutenant Hayden Madsen, Flying Officer Dan Gregory and Corporal Ben Carson; and seriously injured a fourth, Sergeant Stevin Creeggan.

As an organisation we did not do all that we could to ensure a safe working environment for our people. In the Wellington District Court on 18 July I represented the NZDF as it pleaded guilty for failing to prevent this accident and we have unreservedly apologised for our shortcomings. And I reiterate that apology to all of the next of kin and to Sergeant Creeggan.

Safety, in any workplace, military or civilian, in peacetime or in combat, requires constant vigilance. It is not enough just to have systems and processes in place. We did not maintain the constant effort required to update, monitor and check our safety systems, and so we failed to prevent this tragedy and we failed our people.

The failure here cannot be laid at the door of any one person, or small group: it was organisational. A variety of related flaws in our systems failed to prevent a fatal event.

The effect of this tragedy on the families of those lost, and on SGT Creeggan, will never go away. The only amends Defence can make is to ensure that the lessons of this tragedy also never go away. We have committed wholeheartedly to do that: part of the legacy of this accident has been a complete overhaul of the Defence Force’s approach to safety.

The Chief of Defence Force has established a Defence-wide Directorate of Health and Safety. This new group is a focal point for all health and safety issues across the NZDF.

In the Air Force, our Flying Orders have been completely re-written. Improved risk-management assessments for all flights have been introduced, and a new Operating Airworthiness Unit has been put in place to supervise the management and safety of all air operations at Ohakea, in line with similar units at our other bases.

When I became Chief of Air Force earlier this year I said that I looked forward to guiding a modern, innovative and capable Air Force. A cornerstone of such an Air Force is ensuring that we meet our duty of care for our people, and that they can trust us to do so. I have reviewed the actions we have taken to achieve that and I am confident that the message that safety is paramount is now permanently embedded in our systems and our culture.

We have to be an organisation that is looking far ahead for risks to our people, long before they become an accident. We owe it to the crew of Iroquois Black 2, we owe it to the families, and we owe it to our Defence Force and the New Zealand people.

FLTLT Hayden Madsen  
FGOFF Dan Gregory  
CPL Ben Carson  
SGT Stevin Creeggan
NZAF firefighters from Base Auckland and Base Ohakea, along with Army firefighters from Waiouru and Burnham Military Camps, participated in the annual Firefighter Sky Tower Challenge in Auckland during May. The sponsored firefighters competed against participants from all around New Zealand, in a race up the 51 flights of stairs in the Sky Tower, wearing full fire-fighting kit, as a fundraiser for Leukaemia & Blood Cancer New Zealand. The two RNZAF teams were made up of 3 from Auckland and 2 from Ohakea; Waiouru sent a team of 7 and Burnham, one.

LAC Joe O’MALLEY from Base Auckland said he did most of his fund-raising through Facebook and family and friends. He trained on local, steep, walking tracks. For the actual event he was relieved that he had put so much time into training.

The Sky tower Challenge followed just after the National Firefighter Combat Challenge in Wellington. Known as ‘the toughest two minutes in sport’, each competitor —wearing 25kgs of full fire fighting gear and breathing apparatus— simulates the physical demands of real life firefighting, as they race against each other and the clock by performing a series of tasks.

Over the weekend of 21-22 March, a team of five from Base Auckland Rescue Fire Service competed against a hundred other competitors from all over New Zealand, in three categories: Individual, Tandem, & Relay.

For most of our team it was only the second time they had competed, having qualified for the nationals only a month earlier in Te Awamutu. With the knowledge of what to expect and the experience of the team leader SGT Hayden Kinzett, all members posted personal best times.

The graph showing the declining number of bird strikes at RNZAF Base Auckland which was published in the June issue of AFNews (159) had an incorrect Y axis.

The error is regretted; the correct graph is as shown here.

With thanks to Senior Scientist Chris Pennell and Russel McAuliffe, of AgResearch Christchurch.
ORION AND HERCULES DEPLOY

The Mission Support team and RNZAF maintenance crew departed for the RNZAF’s planned multi-national anti-piracy deployment to the Gulf of Aden/Gulf of Oman area on 23 July. The deploying Orion was scheduled to fly out on 01 August to begin the three month deployment.

The recent exercises RIMPAC (see this issue) and JOINT WARRIOR provided vital training opportunities to prepare the air and ground crew and mission support personnel for this operational deployment.

A 40 Sqn Hercules, NZ7003, deployed to the USA for Exercise Green Flag East on 23 July. Ex GFE is a valuable training opportunity which requires the Hercules and crew to support ground forces from a bare base in a medium threat environment. All sorties in the exercise are tasked to support a parallel US Army exercise in Louisiana, so if our team fails to achieve a mission the troops on the ground really do go without.

A dedicated planning team provides a comprehensive brief and other products required to achieve the mission; teamwork is essential as the crew will encounter high pressure situations. Interaction and coordination with coalition forces forms a critical part of Ex GFE, with our team working alongside USAF and foreign military personnel throughout.

MISS MANAWATU STEPS DOWN

CPL Louise Nelson handed over her tiara as Miss Manawatu to Levana Hampson, who was named Miss Manawatu 2014 at a glittering ceremony on Friday 11 July.

Louise says: “In entering Miss Manawatu I had several goals I wanted to achieve. I can happily look back knowing I achieved all I set out for. The people I have met, the experiences I have had, the charities I have worked with and the platform I was given to create my own opportunities have shaped my present and my future. To everyone who has supported me, thank you!

“To Levana, the very lucky young women who was given this incredible opportunity for this year, use it to further your dreams but also use this opportunity to give back to the community and experience the joy that comes from doing so!

“I have been named a top 25 finalist for Miss Universe NZ and we head over to Thailand in early August for a week-long photo shoot and have our diplomatic abilities judged. Then I have a fundraiser for Variety before the week of judging leading up to the Miss Universe NZ final on 18 September.”

Air Force News wishes CPL Nelson all the very best for her campaign!
Multi-national Exercise

P-3 MISSION SUPPORT

By FGOFF Sara Potter & FLTLT Tom Williams, No 230 Sqn

Exercise RIMPAC came at a busy time for both No. 5 and No. 230 Squadrons. Their focus was on getting new and deployable mission support capabilities up and running before the operational deployment to the Middle East. In parallel, No 230 Sqn was also committed to supporting the RNZAF’s responses to short-notice events in the South Pacific and to the regular exercise cycle across all the flying squadrons.

The capability of our upgraded P-3K2 aircraft is such that a full Mission Support team is now integral to the surveillance and reconnaissance role. The Mission Support team in Hawaii were vital to the role our deployed aircraft and aircrew played in Exercise RIMPAC. The RNZAF detachment to support the Orion for this year’s RIMPAC totalled 38 personnel, including a team of six from 230 Sqn. Similarly, we had previously deployed six personnel and five Air CIS personnel from 209 Sqn, to RAF Lossiemouth for the recent Exercise JOINT WARRIOR [see AFNews 159 June].

Aside from a welcome reprieve from the New Zealand winter, RIMPAC provided an opportunity for RNZAF mission support personnel to refine their deployed operating procedures, and to improve our inter-operability with our allies and fellow P-3 operators: Canada, South Korea, the US Navy and Australia. While normally 230 Sqn would deploy with a larger mission support team to accompany a full operation, the small team of six on RIMPAC had a breadth of experience and specialities to achieve good interactions with the other exercise participants. Additionally RIMPAC followed from our JOINT WARRIOR experience in Scotland, where we had deployed a similar-sized group.

The purpose of the exercise for our team was to test how compatible our systems and products are, and to improve our methods of moving information around while isolated from standard networks at home. As well 230 Sqn staff contributed...
to the exercise with routine post-flight products to advance the scenario and assist the task groups we were supporting. The scale and complexity of RIMPAC is challenging, with anti-submarine and anti-surface tasks, often in an environment with ‘enemy’ fighters or strike aircraft disrupting the Orion’s surveillance role.

Although the climate was colder, Exercise JOINT WARRIOR in Scotland had similar tasks for the Mission Support team: electronic warfare support, imagery analysis, mission planning support and intelligence briefings. JOINT WARRIOR was the first time 230 Sqn had deployed as far as Scotland, and proved to be a great experience for all involved.

The combined team (230 and 209 Sqs) had deployed to Scotland a few days prior to the P-3K2’s planned arrival with the aim of being fully set up ahead of the aircraft’s first mission. Deploying early was highly beneficial for understanding all the mission support requirements for this exercise. In the event flight delays to the Orion gave us some time in hand, which was put to good use and gave us time to gel as a unit—because once the aircraft arrived it was all go.

We were able to resolve issues and streamline processes within our unit, as well as with the Maritime Air Operations Centre (MAOC) set up next door. The US Navy P-3 and P-8 contingent in Lossiemouth for JOINT WARRIOR had also deployed their tented operations centre just 100 metres away. The USN and Norwegian Air Force were both able to provide valuable information for us on their deployed operations to the Gulf region for anti-piracy operations. This made the JOINT WARRIOR experience particularly valuable for this month’s deployment to OP TIKI.

JOINT WARRIOR and RIMPAC were both intense and complex exercises, giving us demanding learning environments, with 24-hour maritime operations in settings where the support cells were completely set up from scratch. The team deployed to Hawaii has advanced our inter-operability with our Pacific Rim neighbours. The lessons learnt and relationships built up will be invaluable for our operational deployment to the Middle East.

The purpose of the exercise for our team was to test how compatible our systems and products are, and to improve our methods of moving information around while isolated from standard networks at home.
Multi-national Exercise

THE RNZAF CONTINGENT AT RIMPAC

Exercise RIMPAC 14, held on and around the Hawaiian Islands, came to an end on 01 August, with the RNZAF playing a full part within the NZDF contingent. New Zealand was one of 23 nations participating in the largest international maritime military exercise in the world, which began on 26 June.

Commander Joint Forces New Zealand MAJGEN Tim Gall said the ability of the NZDF to make a valuable contribution in times of need, is directly related to training with other nations in a variety of scenarios.

“We are about to deploy a P-3K2 Orion to the Indian Ocean for maritime security as part of the Combined Maritime Force. These missions require training and preparation in a multinational environment, and Exercise RIMPAC provides this at a very high level.”

The exercise provided relevant and realistic training which ranged from Humanitarian Assistance and Disaster Relief (HADR), to maritime security, sea control and complex war-fighting. The biennial exercise involved 25,000 personnel, more than 40 ships and submarines, and more than 200 aircraft, including the air group aboard USS RONALD REAGAN, one of the US Navy’s latest aircraft carriers.

As well as our Orion and its mission support team, the NZDF sent HMNZS CANTERBURY with an embarked SH-2G Seasprite helicopter and Flight from No. 6 Sqn, the Operational Diving Team, the Mine Counter-Measures Team, an Army platoon, and 32 staff officers for headquarters positions.

JOINT WARRIOR, THE AIR CIS VIEW

By LAC Daniel Eavestaff, 209 Sqn

On arrival in Lossiemouth, we set up a satellite link back to NZ as well as sorting out internet for the flight line. We built a robust antenna farm; this was to ensure we had solid HF communications so the Deployable Air Ground Gateway was ready to support the P-3K2 while in flight. The DAGG is a means of providing line-of-sight and beyond-line-of-sight communications utilizing HF, VHF and satellite, to allow the passing of voice and data throughout a mission. While transiting to Scotland the aircraft established the radio data link with us, which was a satisfying moment. The data test achieved full connectivity; I remember hearing the word ‘seamless,’ which was an accurate description.

Throughout the exercise the Air CIS detachment was divided into smaller teams on a roster system, enabling us to support the aircraft during flights as well as during the pre- and post-flight tasks with 230 Sqn. This continued on for the remainder of the exercise and allowed those rostered off the chance to see a Scottish castle or two and the famed Loch Ness.

Our Orion at Kanehoe Bay on 05 July, with RCAF Auroras sharing the flightline. As in JOINT WARRIOR, the Kiwis also worked alongside the Canadians at RIMPAC.
Over recent weeks, No.5 Sqn has undertaken a number of ocean search and rescue missions. **CPL Hamish McCulloch**, an Air Warfare Specialist with the Squadron’s Operations Flight, summarises the missions.

### 26 April
After another day’s search over the South Indian Ocean for the missing Malaysian Flight MH370, the RNZAF Orion was asked to assist in the location and rescue of a solo yachtie aboard the ELKIN, off the coast of Perth. The vessel fired a flare as KRC795 approached and our crew passed the updated position of the yacht to the rescue helicopter, which subsequently winched the skipper from the sinking vessel.

### 27 April
The Squadron flew a SAR mission for the missing yacht MUNETRA. Orion callsign Kiwi Rescue 977 conducted an 8 hour search including a sweep along the Otago coast before covering the tasked search area including Stewart, Muttonbird and the Snares Islands.

### 01 May
A P-3K2 was launched to continue the search for the MUNETRA which had been missing for a number of days. After the transit from Whenuapai, KRC 317 spent 4.5 hours on task, locating objects that, subsequently, were assessed as not from the yacht. The crew recovered back to Invercargill for the night, to re-commence searching the next morning. The second flight included a visual sweep of Stewart Island, and imagery was collected on a long white object that was passed to the search authorities.

### 04 June
KRC 097 was launched in the early hours in search of a 15 foot dinghy in the vicinity of Tarawa, Kiribati Islands. After 6 hours of transit the Orion descended into the tasked area to begin a radar and visual search until dusk. The crew intended to land in Tarawa but the island had run out of aviation fuel. The Orion crew recovered to Majuro in the Marshall Islands.

With an early start the next day the aircraft transited back to the search area and as the crew finished the first leg of the search, they were advised the missing vessel and crew had been located back on land.

### 05 July
Severe seas battered the yacht FINN 500nm north of New Zealand; it rolled, lost a mast and the rudder and the skipper was injured. They set off their 406 Beacon. KRC358 was airborne two hours later at 1750hrs. A fishing vessel was located 200 nm away which could reach the FINN in 20 hours. KRC358 returned to Whenuapai at 0330, 06 July.

A second P-3 (enroute to RIMPAC) checked up on the position of both vessels the next day and talked with the three aboard FINN. The rescue was subsequently conducted by the fishing vessel CARMEN TERE and the yacht’s crew were later transferred to SOUTHERN LILY for passage to Auckland.

### 08 July
KRC 371 was launched in response to a distress beacon activated by the yacht DJANGO, 160 nm to the north of New Zealand. DJANGO was quickly located, as well as vessels to potentially assist in the recovery of the three people on board. HMNZS OTAGO was the nearest, and was vectored to the yacht to effect the rescue. The Orion held station overhead until OTAGO arrived and provided over-watch while the crew transferred first to their liferaft and then to the OTAGO. During the transfer process the survivors were compelled to cut the rope attaching their liferaft to the OTAGO, but a Navy swimmer took another rope out to them, to bring the SAR to a successful conclusion.
Bombing Training

Recent High Explosive bombing training led to Aucklanders wanting to know about the ‘mystery bangs’ they heard one day. As a result the RNZAF received a significant amount of media coverage which has helped us to underline the capability of our upgraded P-3K2 aircraft.

BOMBING UP!

By Natala Low, Defence Communications Group

High Explosive (HE) aerial bombing training for the P-3K2 Orion was conducted at the Kaipara Air Weapons Range in mid-June. However, ‘Bombing up’ the aircraft took place at Ohakea. Getting 36 Mk 82 500lb HE bombs from their magazines at Waiouru—and a Mk 46-5A HE torpedo from the Armament Depot at Kauri Point—to Ohakea for loading onto the P-3K2 was no easy task.

Personnel from Maintenance Support Squadron (MSS) Auckland, MSS Ohakea, No. 5 Sqn, Defence Munitions Management Group (DMMG) and vehicles from 10 Movements Company (Linton), all played a part in the exercise’s success. RNZAF Armament personnel and supporting logistics units were required to facilitate, store, prepare, load—and provide security for—the explosives. They also needed to obtain the correct gazetting and licensing for the explosive activity, with communication to local authorities showing that RNZAF undertook the exercise safely and within the law.

Armament personnel at Ohakea looked after all the bomb components, transporting them to base, prepping and assembling them there, before delivery to the aircraft. They also provided a safe and secure location for storing the bombs during the exercise. Then the 5 Sqn Armament team took over and loaded the weapons into the aircraft bomb bay and onto wing pylons. The Machine Shop engineers in MSS Ohakea were called on to fabricate one of the components no longer available on the international market. Without that initiative, the whole exercise couldn’t have occurred.

Hazardous substance law prevents our Armourers from loading HE ordnance at Whenuapai (unless we are at war) as it is a high density area. That was why the explosives had to be transported to Ohakea, which—with more space—can maintain safety distances within the defence boundary and so minimise any danger.

At the Kaipara Range, Armament personnel and supporting staff were onsite to operate and co-ordinate the range activity, support range security and provide Explosive Ordnance Disposal coverage in case of any hazard from unexploded ordnance.

The most obvious safety risk the team had to consider, at all locations, was the explosive hazard but effective training and supervision keeps this in the front of the team’s mind. The main risk to this endeavour was also the logistics element, making sure all the right equipment and assets were in the right place at the right time.

As a result of the publicity about the ‘mystery bangs’ many of the public were interested in coming by for a look. The number of personnel dedicated to security at Kaipara Range was increased to manage this, to keep both civilians and NZDF personnel safe.

This year’s HE bombing training was the first in about 18 months, and the training was an opportunity for ground staff and aircrew to refresh their skills and prove the systems. It also presented Armament and DMMG personnel across the country the chance to train using the NZDF’s new organisational procedures.

The exercise went off without any problems, thanks to open communications, responsive team players, and the great attitudes displayed by all involved.

Armourers pose with the live Mk46 torpedo before their loading drill.
THE ‘MYSTERY BANGS’

By Professor Stuart Bradley, Physics Department, Auckland University

Some Auckland residents reported houses shaking and a noise similar to an explosion between 4pm and 5pm on Wednesday 18 June. The sounds most likely came from the Kaipara Bombing Range at the top of Muriwai Beach. But hearing these explosions so strongly from 50 km away in Albany and Stanmore Bay is unusual. How did the sound travel over these distances?

Sound will normally spread out in all directions horizontally and upwards from the source. This means the sound intensity rapidly decreases with distance from an explosion. We generally measure sound intensity using decibels, or dB, to allow for the ear’s ability to hear extremely faint sounds right up to jet engine loudness. A car 10 m away would have a sound intensity of about 70 dB. Nearby thunder might have a sound intensity level of 100 dB, but if it is twice as far away the intensity will only be 94 dB. This intensity decrease with distance means that an explosion at Kaipara, heard 400 m away as a very sharp loud explosion of perhaps 110 dB, should, 50 km away, sound no louder than a car.

But this does not allow for the fact that the atmosphere can act as a “sound lens”, when the sound path bends and focusses, just like light going through a glass lens. For this to happen, there has to be a change in the speed of sound. Two things affect the speed of sound: air temperature and wind speed.

If either the temperature or the wind speed increases with height, then the sound speed is higher further up, and this makes the sound bend down towards the ground. However, temperature usually decreases with height (it’s colder up a mountain!) and on Wednesday 18 June the air temperature decreased about 3 C every 1000 m of altitude (from www.metvuw.com). So the most likely explanation for the focussing of sound in the downwind direction, 50 km away, is that the wind speed increased with height.

Another factor is important. The sound which bends, or refracts, travels in a shallow curved path above the ground and will combine with sound which just skims over the ground. The travel distance for these two paths is different, and the combination from the two sound paths can lead to cancellation at some distances and twice as much amplitude at other distances.

This means that there will be an intermediate range over which not much is heard, while further out from the source (the 50 km to Albany and Stanmore Bay) there will be an arc in the downwind direction where more intense sound is heard. Still further away, there will again be a sound shadow zone.

But this alone is not enough to explain being able to hear loud sounds as far away as Stanmore Bay, because sound initially spreads out in all directions from the explosion. For example, if the wind speed increases with height, then the sound going in the upwind direction will bend upwards and be lost into the higher altitudes. This means there must have been something else going on. One possibility is a “low level jet” (LLJ) of faster air. This could act as a duct for the sound, collecting together sound going outwards and upwards from the explosion and sending it down the jet, much like laser light down an optical fibre. A LLJ could last a few hours, and they are quite common. The wind speeds at Whenuapai at noon showed no change in wind speed over the lowest km of height, but the balloon sounding at midnight did show wind speed increasing with height, so it is possible a LLJ existed in the mid-afternoon.

Incidentally, it is a common misconception that sound will be reflected off cloud (as suggested in the newspapers) or that sound travels further in fog. In practice, cloud droplets have no effect, and humidity only has a very tiny influence. Most likely this misconception comes from movies in which fog horns from boats are heard eerily in fog. Of course the fog might arise from a cold surface, so the air temperature increases with height, which would cause downward refraction of sound, as described above.

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THE MK 46 TORPEDO

Getting the MK 46·5A Torpedo to Ohakea was also an exercise in logistics and planning. It only took a day to drive the torpedo down from Auckland and the truck required an escort and safety vehicle. The NZ Police were also notified that we were transporting this high explosive ordnance via the State Highway, and flexible interagency support was provided between 5 Sqn, MSS Auckland and the DMMG, to transport all the required equipment and ordnance down the island.

The torpedo was included in the training period, because it is the main weapon for the Orion in its anti-submarine warfare role. The torpedo was armed and loaded as part of the Armourers’ training, but not dropped (live torpedo drops are reserved for special instrumented ranges overseas).
**Capability Update**

The recent visit by the Chief of Air Force to the Pilot Training Capability Project team at Wichita, Kansas, gives a focal point for an update on the Air Force’s new capabilities that are currently in delivery. It’s been a long road but we are getting near the end for many of our projects. Here is a summary of each project’s status.

**AIR FORCE CAPABILITY PROJECTS**

*By WGC DR Geoff Comber, Deputy Director, Air Capability Delivery, Capability Branch*

### PILOT TRAINING CAPABILITY THE T-6C TEXAN II

The first three aircraft have been built, flown and technically accepted. Five further aircraft are at various stages of manufacture in Wichita, Kansas. The two Operational Flight Trainers (simulators) are in production at CAE facilities in Montreal before being completed at CAE in Tampa.

In New Zealand, work has started on No 1 Hangar at Ohakea and the construction of the Training Centre, alongside the hangar, is expected to start in October. The first two T-6C aircraft are planned to arrive at Ohakea on 22 August.

These first aircraft will then be accepted by the NZDF in early November, after a period of use by Beechcraft for training Safe Air Maintenance teams. Further deliveries will follow, with all eleven aircraft due to be delivered to Ohakea by May 2015.

All aspects of the PTC will come together in the second half of next year, to be ready for the first T-6C Wings Course and Flying Instructor Course to be held in January 2016.

### SH-2G(I)

The re-generation of all 10 Seasprites has been completed by Kaman Aerospace and the aircraft are now being modified to meet NZDF requirements [note AFNews July (p 23) was in error referring to 11]. Contractual validation and verification is underway in Connecticut with the first three aircraft scheduled for arrival in NZ in January 2015.

In NZ, building work is underway at Whenuapai to expand the Squadron Headquarters, house the Full Mission Flight Simulator and provide spares storage (including the two spare aircraft).

Ground crew and aircrew head off to Connecticut in September to complete “differences” training between the SH2G(NZ) and the SH2G(I).

### P-3K2

All six Orions have completed their upgrades with NZ4202 being provisionally accepted by the RNZAF on 14 July. The upgrade equipped the aircraft with state of the art missions systems and upgraded the flight management system, including a glass cockpit.
OT&E is underway with SAR and Maritime Surveillance completed and those capabilities released. OT&E will continue until early next year resulting in Anti-Submarine Warfare (ASW), Anti-Surface Warfare (ASuW) and Support to Land Operations capabilities progressively being released. Final software deliveries are scheduled for later this year and a Supplementary Type Certificate (STC) is expected to be issued mid-2015 marking the end of this project.

**USR:** On 26 June the Government approved the acquisition of an updated Underwater Intelligence, Surveillance and Reconnaissance capability for the P-3K2. The legacy acoustics system was not included in the initial upgrade project, so this new, separate, project will complete the sensor upgrade for the capability.

**C130(H)NZ**

The Hercules Life Extension Programme’s (LEP) objectives included an extensive structural upgrade, replacing the aircraft electrical systems and the installation of a state-of-the-art glass cockpit. This involved putting the aircraft into the upgrade initially at SPAR Aerospace in Edmonton, Canada before moving to L3, Waco, Texas and finally to SafeAir Ltd in Blenheim for the final production phase.

Three of the aircraft have completed their upgrades and are shortly to be issued with an STC indicating that all Operational Testing and Evaluation (OT&E) has been completed, air and ground crews have been trained and logistics and support systems are in place.

The last two aircraft are due out of upgrade, one by early September and the other by September next year.

**A109LUH**

All A109s are in service and are being used for the inaugural Helicopter Basic Course (see AF News 160 July). Final OT&E for operational tasks will be completed throughout the next 12 months as exercises and opportunities become available. This project is currently in the close-out phase (IIS to In-Service) with the few final deliverables in the pipeline.

**NH90**

The last NH90 will arrive in Ohakea by 4 October. This marks the completion of the production phase and provides the RNZAF with 8 helicopters for OT&E, training and operations. The aircraft will go through a final configuration change (update) early next year. OT&E will continue through to full capability release over the next few years.

**OPERATIONAL TESTING AND EVALUATION**

OT&E is completed by the Directorate of Systems Evaluation in 485 Wing. The objective of OT&E is to assess operational effectiveness and suitability of an aircraft and its associated systems, to carry out the roles and requirements that it is designed to fulfil. OT&E is described in NZAP102.

**LOOKING AHEAD**

The success of these projects is testament to the dedication, professionalism and perseverance, from our people, in a challenging and changing environment. And the work doesn’t stop there! The Future Air Mobility Project and the Future Air Surveillance Project will soon be initiated and will be looking to replace the C-130(H)NZ and P-3K2 as part of the Fixed Wing Transport and Airborne Surveillance and Response capabilities in the 2020s.
The NZDF's newest 'senior recruit' is Group Captain Pete Cowan RNZAF, who joins the Defence Force after 30 years in the New Zealand Police. His new role is as the Provost Marshal of the NZDF. Prior to his appointment the three single Services each had a Provost Marshal as the head of their disciplinary police force.

From this month, GPCAPT Cowan heads up the Joint Police Unit (JPU) which will oversee serious and complex investigations within the armed forces, and have day-to-day control of the activities of the NZDF Military Police. The new JPU sees all Army Military Police, 14 Naval Police and 12 RNZAF Force Protection staff move to the new unit.

As well as working 11 years in the Criminal Investigation Branch (including work on 13 homicide investigations) and 15 years in senior operational command—6 years of which were as Wellington Area Commander—I have deployed twice alongside the NZDF (and experienced family separation first hand).

"I was the NZ Police contingent commander in Timor Leste (2008-9) and Afghanistan with CRIB 17 (2010-11). Both deployments gave me a fair insight into the NZDF and are a major part of why I applied for this role [as Provost Marshal]."

"My principal role is to oversee the establishment of the new Joint Police Unit, which is part of the Joint Enablers Project. The Joint Enablers Project's strategic intent is to integrate key functions of the NZDF which will lead to improved operational effectiveness through a more joint and/or joined up effect to achieve CDF’s vision of Joint Operational Excellence. My appointment and the establishment of the JPU is also NZDF’s response to external agencies which have previously expressed concerns about the quality and timeliness of our investigations.

"The goal of the new JPU is to modernise Defence investigation and policing capability, so to be better prepared for future demand. The project team identified three different models for the new JPU with the regional model being preferred. The structure will have three regional policing hubs Northern (Auckland), Central (central North Island) and Southern (South Island). These hubs nicely cover the geographic spread of our camps, bases and units. Embedded into the JPU will be a Joint Investigation Unit which will be responsible for managing and investigating all serious and complex investigations.

"What we can never lose sight of is that NZDF police are still required to have a military role to support NZDF outputs."

The challenge will be to integrate the best from each of the Services and introduce consistency of process, practices and operating methods. The Single Services will still manage career development of their staff.

I want to use all my experiences and organisational learning from 30 years policing to create a modern and highly credible police force the NZDF can be rightly proud of. The JPU will have 96 staff in total which is essentially the same number of staff as already in place.
“MPs, Naval Police and Force Protection staff are aware of the JPU concept; however I will be out and about this month holding face-to-face meetings with all staff explaining the detail. I am very keen to hear feedback on the plan to ensure we develop the very best model.

**THE IMPLEMENTATION PLAN HAS VERY TIGHT DATES FOR COMPLETION OF THE VARIOUS STAGES:**

- 31 August, appointment of the JPU Commanding Officer,
- 30 September, the Joint Investigation Unit will be established,
  - all Single Services will disestablish their Provost Marshals’ positions, and
  - all complex and serious investigations handed to the new JPU,
- 30 November, the JPU will be established and up and running.

As I said, the timelines are tight but achievable with everyone’s cooperation.

It’s important to also note the JPU does not take away a commander’s ability to enforce discipline or make decisions on punishment. What the JPU will do is provide commanders with reassurance that the investigation has been thoroughly and professionally investigated.

GPCAPT Cowan says that while the JPU will have a continued emphasis on investigations he is very keen to use his previous experiences and bring a ‘Prevention First’ focus to the policing of NZDF communities.

“The introduction of the JPU will see even greater cooperation between camps and bases, particularly around sharing investigation demand and prevention taskings.

One of the significant benefits with the new JPU will be its ability to seamlessly surge the right people with the right capabilities to address investigative demand anywhere in the country, or around the world if NZDF staff are involved.

He also notes that the military police outputs of the three Services remain largely untouched.

“What we can never lose sight of is that NZDF police are still required to have a military role to support NZDF outputs.”

In summing up, the new GPCAPT says; “I am a strong advocate of the NZDF *Just Culture*, however we must always remember to balance the need for organisational learning versus the importance of holding people to account through a fair and unbiased investigation.

“My personal view is the appointment of a single NZDF Provost Marshal is significant, particularly when I look at my background. While I feel very privileged and honoured to wear an Air Force uniform what is important to me is that everyone irrespective of their service is dealt with in a consistent, fair and professional manner.”

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**RNZAF DOMINATE AIRCRAFT MAINTENANCE CATEGORY AT THE 2014 NATIONAL WORLDSKILLS COMPETITION**

*By Jamie Morris, Defence Communications Group*

LAC Liam Riley, LAC Chris Robertson and LAC Kinsley Lewis recently represented the Defence Force in the aircraft maintenance category at the 2014 National WorldSkills Competition held in Hamilton 4 – 6 July. The WorldSkills competition is NZ’s premier work-skill competition and can lead to competitors entering the ‘Tool Blacks’ team at the biennial international WorldSkills competition.

This year the NZDF entered a team of 13 Navy, Army and Air Force personnel into the national competition, competing in aircraft maintenance, automotive technology, carpentry, cooking, plumbing, restaurant service and welding. NZDF personnel won six medals in total—three gold, two silver and one bronze. The RNZAF dominated the aircraft maintenance category—LAC Liam Riley won the gold medal; LAC Chris Robertson won the silver. All three aircraft technicians did the RNZAF proud, undertaking two full days of practical and theory assessments.

For LAC Riley, WorldSkills was intense. “I put all I had learnt and practised throughout my career into the competition. Not knowing how I was going was hard and I didn’t know how I stacked up against the others (until the results were announced). Although it was a big relief for it to be over, WorldSkills Nationals was a great experience”

LAC Riley joined the RNZAF in 2010 from Woodville, and is posted to 40 Sqn at Base Auckland as an aircraft technician. “I carry out operational and intermediate levels of servicing for the C-130 Hercules and the Boeing 757. I enjoy the variety of work—one day I could be assisting with the dispatching and after-flight of an aircraft then the next be involved in a major component replacement in the hangar,” said LAC Riley.

The medal winners now go into the selection phase, to represent New Zealand at the International WorldSkills competition in Sao Paulo, Brazil next year.
In October 2013 the Defence Meritorious Service Medal was instituted to provide the Chief of Defence Force with the means of giving medallic recognition to employees of the NZDF who perform meritorious service. It is available to every employee of the NZDF, regardless of rank, grade, Service affiliations or length of service.

The inaugural Honours List for the new medal was announced on 14 July; four RNZAF personnel are in the list:

**WGCDR SHAUN SEXTON, NZBM, RNZAF**

WGCDR Sexton was appointed CO of the Helicopter Transition Unit in 2010 with responsibility for establishing a new unit with the complex task of introducing service two new helicopter types, the NH90 and A109.

The new aircraft represented a quantum leap in technology and of primary importance was the need to conduct safe flying operations. This demanded exceptional flying supervision and leadership. WGCDR Sexton was also responsible to HQNZDF Capability Branch for the long-term plans for the transition of the rotary fleets.

His leadership, capacity to manage concurrent complex tasks and guide his team through an extremely challenging period have been second to none. He demonstrated his ability to operate at the strategic level with key stakeholders in government and industry.

He successfully led the HTU from its inception, creating a safe and highly effective introduction into service programme with over 1,250 accident-free flying hours. Under his stewardship the unit was recognised by global partners as a benchmark for initiative and professionalism.

**SQNLDR ADAM DEATH, RNZAF**

In December 2006 SQNLDR Death was seconded to the Ministry of Defence as the Principal Technical Officer on the project team for the acquisition of the new Training/Light Utility Helicopter for the RNZAF. He played a key role in the tender assessment process that led to selection of the A109, and in the subsequent contract negotiations.

From 2008 – 2011 he was seconded as the Senior Engineering Officer in Italy at the main contractor’s facility to oversee the design, production and delivery of the aircraft, including all of the associated systems, training, spares and documentation. He worked with the contractor to ensure that the requirements of the contract were met and that all components fitted to the aircraft met the Air Force’s exacting standards. He also played a key role in developing and managing the processes leading to certification of the aircraft.

SQNLDR Death faced relentless engineering challenges; and through his resolve has ensured that the contractor will deliver a product that meets the Air Force’s requirements for the thirty-year design life. The success of the A109 acquisition can be attributed in large part to the dedication of SQNLDR Death.
Honours

WARRANT OFFICER WARREN TINDALL, RNZAF

This award recognises W/O Tindall’s outstanding work in support of New Zealand’s Antarctic programme over the past 13 years. He has been at Christchurch Air Movements and in the Harewood Terminal Team in a variety of roles since 1985. He has spent 11 summer and two winter seasons supporting our Antarctic Programme, firstly as a Supply Operator and, since 1989, as a Loadmaster on the C-130. Since 2005 he has been the Deputy Detachment Commander of the Harewood Terminal Team where his role has been to ensure that the Team is operating to its maximum potential and that effective working relationships are maintained with the many agencies operating on the Ice.

W/O Tindall’s devotion to operations in Antarctica has been exemplary and long term; and he continues to strive for the highest levels of professionalism and service from his team and himself. Of particular importance is the personal standing he enjoys among members of the ‘Antarctic community’.

WGC DR LEANNE WOON, RNZAF

Throughout her career WGC DR Woon has been a highly respected role model and mentor. Her influence has been felt far beyond her specialisation and this award recognises her significant contribution to the development of women in the Defence Force.

In 2006 she initiated and hosted the first RNZAF Women’s Development Forum at Base Auckland with the theme ‘Women in Leadership’. This led to similar events in 2008, 2009, 2010, and 2012, with participation by the other Services, Police, the RAAF and civilian organisations.

She led open and constructive dialogue on the challenges of realising the Defence Force’s aspiration to be an inclusive organisation that values diversity and she encouraged others to follow her in proactively leading change.

WGC DR Woon was influential in initiating the first NZDF Women’s Development Forum in 2011. These are now held biennially, alternating with individual Service forums. She was a driving force behind the establishment of the NZDF Women’s Development Steering Group launched by CDF in March 2013, and was its inaugural Chair. This group has been established to provide strategic advice to Defence leaders, increase women’s participation across the Defence Force and advocate for women’s development initiatives.

A 2014 Ministry of Defence report confirmed that the NZDF is a world leader in the integration of women, with a strong policy framework and proactive leadership. Wherever she has been posted in the last 10 years, WGC DR Woon has gone out of her way to build positive, mutually supportive networks among women in the workplace. She dedicated significant personal effort and displayed exemplary devotion to duty and has brought significant prestige to the NZDF.

THE MSM WAS ALSO AWARDED TO:

- Mrs Bernadine Tania Grant, Army General Staff
- CAPT Alexandrina Alexandrova Bojilova, RNZAEC
- WOMUS Shaun Jarrett, RNZN
- WODVR Simon Marston, RNZN
- LDGSEA Charles Green, RNZN
The Missing Wingman Trust Board meet in HQNZDF recently: W/O Mark Harwood, WOAF, AVM (Rtd) John Hamilton, SQNLDR Ron Thacker, W/O Dave Lark, AM (Rtd) Sir Bruce Fergusson (Chair), Mr Steve Gregory, SQNLDR Tim Costley, FLTLT Jules Gilligan & GPCAPT Tim Walshe. The Missing Wingman Trust is currently working with MSS at Ohakea to replace the roof of the family home of the late SGT Grant Sutherland—MSS are providing labour and the Trust is providing funding.

LAC Nicole Parker checks personnel departing for RIMPAC in the new Air Movements Terminal at Ohakea on 23 June.

Facepainting during the recent 6 Sqn family day brings out the tiger in CPL J Bayliss.

This year’s Walsh Memorial Flying Scholarship was awarded to Air Scout Nathan Sycamore, seen here with a 42 Sqn King Air.

Former Flight Sergeant Mervyn Mason, who served in 5 Sqn 1944-45 flying in Catalinas as a Wireless Operator Air Gunner, turns 100 this month. His grandson is currently serving in the NZ Army. Happy birthday Mervyn!
CDF visited the Air Force Museum recently; here he is with (l to r) Dave Clearwater (Business Manager) WO Danny Broughton (WODF) Mrs Thérèse Angelo, the Director, CDF & SQNLDR Robbie Chambers (Executive Officer). See story p 27.

Harriett Haggitt and Jenny Cooper all smiles during the 6 Sqn family day.

Promotions celebrated: Carol Adshead with her husband, newly promoted as F/S Don Adshead, the CO 6 Sqn, CDR Brendon Clark and new POHCM Zach Taylor with his Divisional Officer WO Dave Carroll.

The funds remaining after the recent Somalia Reunion were presented to the Missing Wingman Trust; Sir Bruce Fergusson accepts the check from W/O Cedge Blundell and Dean Groves.

Bicycle safety was promoted at Base Auckland recently by: Zane Bray, Fiona Groome, Graham Shore, Jeff Webb & Rochelle Young.

Anzac Spirit schools’ art contest finalist Yuna Pararoa was taken up in a 3 Sqn Iroquois with SGT Karl Borch as her ‘crewdog’

GPCAPT Pete Griffin was promoted on 01 July, with his wife Silena and CAF assisting with his new rank slides. GPCAPT Griffin is now the Chief Engineer for the RNZAF.

Aboard CANTERBURY during RIMPAC, CPL Tommo O’Neill directs a JMSDF Seahawk helicopter.
Amongst his last acts as CAF, AVM Peter Stockwell was pleased to recognise a number of recent safety actions and initiatives by RNZAF personnel.

Flying Log Book Green Endorsements* are awarded to aircrew who display exceptional skill and airmanship in a difficult situation, and are made by the Chief of Air Force.

Well Done Awards* are given to recognise actions by any member of the RNZAF, or any other person, who shows initiative in detecting or preventing a hazardous situation on a specific occasion. The award is normally given when the action was over and above that which would normally be expected of a person of similar training or experience.

On 07 October 2013, SQNLDR Grant Rhind was the aircraft captain of Boeing NZ7572 flying to Pegasus Field, Antarctica with 13 crew and 117 passengers, including a VIP passenger. After passing the Point of Safe Return (PSR) the weather conditions at Pegasus Field deteriorated to a point where the crew were required to fly an approach below published meteorological minima using a modified approach profile, in order to land safely in Antarctica.

Prior to launching on this task SQNLDR Rhind took a number of precautionary steps to clarify the weather situation in Antarctica. He contacted the meteorological forecasters in Charleston (USA), he utilised information from discussions with the US Antarctic Programme’s most senior forecaster, he obtained actual weather information from an RNZAF C-130 crew already on Pegasus, and he delayed departure to permit forecasted poor weather to pass. SQNLDR Rhind’s decision to launch from Christchurch was in accordance with NZDF orders and based on thorough research and a sound understanding of the current conditions.

Enroute to Pegasus the weather reports continued to predict suitable weather for their arrival, however, one observation stated there was fog in the distance. The crew again consulted with Charleston meteorologists, McMurdo Tower and the crew of the C-130, who all confirmed the fog was in the distance and Pegasus Field was clear. Twenty minutes after PSR the crew received an observation confirming the weather had deteriorated below minima and low cloud had settled over the field.

SQNLDR Rhind re-arranged his crew to ensure the best crew experience was available for the approach into Pegasus. On their first approach, visual reference was unable to be gained. McMurdo Tower advised the weather would be clearing, therefore SQNLDR Rhind entered a holding pattern and waited for improving conditions. However the weather deteriorated further, forcing SQNLDR Rhind and his crew to consider a range of contingency options.

Based on his previous experience and knowledge of obstacles in the area SQNLDR Rhind elected to reduce minima approach heights from 360ft to 100ft. On the second approach, the Supplementary Captain sighted runway lead-in flags and lighting and validated that the approach placed the aircraft 50ft off the centreline. This information gave SQNLDR Rhind confidence that a visual reference could be gained at the lower approach height and allowed him to position the aircraft on the centreline on the subsequent approach.

Throughout these evolutions, SQNLDR Rhind kept the crew and passengers thoroughly briefed. On the third approach, the Co-Pilot obtained visual reference at 110ft and SQNLDR Rhind elected to land. With the support of his crew SQNLDR Rhind conducted a successful landing at Pegasus Field.

When faced with a life-threatening situation, SQNLDR Rhind maintained a calm and collected demeanour. His excellent decision-making skills, judgement, airmanship and leadership in a demanding situation prevented the potential loss of the aircraft and preserved the lives of the 130 crew and passengers.

SQNLDR Rhind is a worthy recipient of an RNZAF Flying Logbook ‘Green Endorsement’.

* Refer NZAP 201 or the DASH website.
On 25 March 2013 SGT Arriagada was the No. 1 Air Loadmaster aboard NZ7001 as it conducted operations in support of Operation ARIKI. The aircraft was on approach to Bamyan when it experienced an in-flight emergency where the crew were unable to lower the left-hand main landing gear. The crew unsuccessfully attempted to lower the gear by utilising a number of emergency procedures detailed in the QRH. Eventually, a manual extension of the gear was attempted by SGT Arriagada.

Manual extension of the landing gear usually requires only a sole person, to turn a hand crank approximately 300 times to affect extension of the gear. This is a well practised procedure and is familiar to the aircrew. In this instance the gear was unable to be lowered by the ALM due to a restriction in the gear mechanism. SGT Arriagada was able to expeditiously assess the situation and identify an appropriate course of action, which required the skill set of one of the maintainers on board, to remedy the situation.

SGT Arriagada directed the maintainer to operate the crank while he provided sufficient force to ensure stabilisation and positive engagement of the crank. After a period of significant perseverance and applied pressure the restriction was able to be overcome. Whilst the maintainer provided much of the ‘muscle’ the success of the manual extension was due in part to SGT Arriagada’s quick thinking and leadership which helped to ensure a safe resolution of the situation. His professionalism allowed him to quickly assess the abilities required to form a team with the maintainer, which could achieve the required outcome.

For his leadership, professionalism, perseverance and teamwork SGT RODRIGO ARRIAGADA is presented the Royal New Zealand Air Force ‘Well Done’ award.

On the morning of 20 June 2013 SGT Wyatt was performing flight line duties at No. 40 Squadron. During a conversation with contractors undertaking remedial works on the tarmac area in front of the hangar, SGT Wyatt learned the contractors were intending to lay asphalt in place of the damaged concrete. SGT Wyatt immediately identified a potentially serious hazard that this type of oil-based surface material would pose to personnel when conducting liquid oxygen (LOX) replenishments on C-130H (NZ) aircraft in the vicinity of the surface.

SGT Wyatt immediately raised his concerns with the Maintenance Flight Commander who in turn initiated immediate discussion with Base Operations and Facilities Management to have the use of asphalt material reviewed. The change to an asphalt layer was made after works had commenced, however the change had not been adequately considered against the safety hazard posed by LOX. LOX poses a significant fire hazard when exposed to oil-based materials, a hazard correctly identified by SGT Wyatt. The identification of the hazard resulted in the repair material being changed to concrete.

The responsibility for LOX servicing and replenishment is nominally with the avionics trade and is therefore well outside of the normal trade responsibility or concern of SGT Wyatt. His awareness and professionalism served to prevent a potentially dangerous situation from developing further. He displayed commendable integrity in bringing this matter to the attention of Command. His actions have also served to raise the awareness of the dangers of LOX to a wider audience.

For his professionalism, integrity and situational awareness SGT Julian Wyatt is presented the Royal New Zealand Air Force ‘Well Done’ award.

ACTING CORPORAL L T NICOLAS
ACFTTECH

A /CPL Louis Nicholas was travelling aboard NZ7001 during 25 March 2013, as a member of the maintenance team supporting the deployed aircraft operations. The aircraft was on approach to Bamyan when it experienced the in-flight emergency with the left-hand main landing gear.

As described above, a number of attempts to lower the gear were made until a manual extension of the gear was attempted by the Air Loadmaster (ALM).

A/CPL Nicholas was requested to provide assistance to the ALM, which he did willingly and without hesitation. While the ALM provided pressure to ensure positive engagement of the hand crank, A/CPL Nicholas proceeded to apply his natural strength to the crank.

After a period of significant and sustained effort A/CPL Nicholas was able to overcome the restriction and successfully lower the landing gear manually. A/CPL Nicholas performed remarkably for someone who is untrained and unfamiliar with the procedure and who would not have been expected to undertake such actions in his normal course of duty.

If not for A/CPL Nicholas’ efforts the outcome of the mission could have been significantly different should a wheels-up landing have been required with the inherent potential for loss of life and significant airframe damage. CPL Nicholas’ willingness to assist the ALM admirably demonstrated professionalism and teamwork.

For his strength, perseverance, teamwork and professionalism A/CPL LOUIS NICHOLAS is presented the Royal New Zealand Air Force ‘Well Done’ award.
Initial Officer Training

Initial Officer Training Course 14/01 graduated from Leadership Development Flight (LDF) at RNZAF Base Woodbourne on 26 June 2014.

The graduation parade for the Initial Officer Training Course (IOTC) marked the end of the very first Joint Officer Induction Course, which brought together Officer Cadets from all three Services in January 2014 to begin their careers as NZDF Officers [see AFNews 156 March]. This joint training initiative supports the growing interoperability and inter-communication between our services, and continues our progress towards Future 35.

In the week prior to graduating, 14/01 IOTC fulfilled their final assessment requirements by running Exercise AEStIMATIO, a fully tented camp in the Seddon area. This challenging exercise was entirely planned and coordinated by the students themselves, providing multiple benefits—it is an opportunity for the officer cadets to shine, proving they are ready to take their place as professional military officers in the NZDF.

The students were tasked by Flight Commander LDF to conduct high intensity military training activities; they opted for a Humanitarian Assistance and Disaster Relief (HADR) focus including search and rescue, and river and swift water rescue activities (including helo winching and a flight with 3 Squadron) as well as a community service activity at Seddon School.

The school activity proved to be the highlight of the week—the course ‘brushed up’ their painting skills, and conducted a range of activities to entertain the kids and emphasise the role of the RNZAF in overseas peacekeeping and local disaster relief. The school children particularly enjoyed the Unimog ride and stretcher-carry activities. Our officer cadets gained a lot from their interaction with the public, operating in a very professional manner and commendably representing the RNZAF.

Exercise AEStIMATIO achieved the command intent of validating the competence and skills of the students across a range of leadership tasks. The exercise allowed LDF to make final assessments and confirm the suitability of the students to graduate as RNZAF junior officers.

From the original intake of 26 students, the IOTC graduation ceremony saw the commissioning of 19 new officers to the RNZAF, under the scrutiny of reviewing officer AVM Mike Yardley, Chief of Air Force. Most of the graduates are now awaiting further professional training and development, while some have already assumed their military roles. We look forward to following their progress as they advance in their chosen Air Force careers.
On each of our Bases, there is a Defence Community Coordinator. All RNZAF personnel, uniformed and civilian, and their families have access to the community coordinators; this article introduces them and outlines their role.

COMMUNITY COORDINATORS

Our families play a pivotal part in the social, mental and emotional wellbeing of those in the RNZAF so this article aims to illustrate our Air Force’s support to families. There is a Defence Community Coordinator (Welfare Facilitator) on each Air Force base who offers a range of support to all RNZAF personnel, uniformed and civilian, and their families.

The role of our Defence Community Coordinators is to support the wellbeing of our personnel and their families. They assist the organisation to maintain operational requirements by assuring our Service men and women that their families are being supported. Day-to-day this may not be a highly visible role, but the Defence Community Coordinators can be vital in situations such as urgent deployments or short-notice personnel changeovers.

On a routine basis, our Community Coordinators may organise activities such as coffee gatherings for stay-at-home Mums, Play Groups for under-fives, and school holiday activities for school children and families. Community well-being is built through these networks.

For example, a now-regular school holiday event is the flying visit to the Air Force Museum at Wigram; this has proven a success, providing Air Force families with an opportunity to see our world-class Museum, while also supporting the Museum’s outreach to both the RNZAF and NZDF.

Our Coordinators are aware that there are different types of families eg: single-parent families, those with older children, or those with no children. And there are our single personnel, too, who are also welcome to contact the DCCs.

One important role is to support Air Force families on posting, when they are new to an area. While the Air Force partner will have his or her work area as an immediate source of support and local knowledge, the partner at home and children are likely to need information and opportunities to meet others.

Our Defence Community Coordinators are all interested in getting feedback from our personnel and their families about interests for future activities. So for all those keen to become more involved in future family and community initiatives, please contact your local Community Coordinator.

Lisa Macdonald: I started as the Wellington Air Staff Defence Community Coordinator during May; I am keen to connect with Air Force families and I look forward to welcoming new families to the Wellington area.

Deana Lye: As the DCC in Auckland I am available so that our personnel and their families know what services are available before, or if, difficulties arise. He aha te mea nui o tenei Ao. People are paramount, if we are to maintain a strong vibrant and healthy life style in the work place and the home environment.

Claudia Baker: As the DCC in Woodbourne, my aim is that those families who come here feel integrated in the community, no matter how short their stay. Everyone is equally important and it matters that family members feel part of the Air Force family. My role is to support personnel and families to manage the challenges they may face. For new recruits under training, the course has its challenges, and for many they are separated from their families, often for the first time. Those who have partners/spouses and (perhaps) children also face pressures on their relationships, issues with children not coping, or financial pressures.

On the other hand, some families who do come here to live may feel the loss of attention that their spouse/partner or father/mother can give them during their training. I am available to them all. Family members who don’t come here, can also always get in touch with me.

Bridget Williams: I started last February and my first initiative was to establish a weekly coffee morning at the Ohakea Community Hub, as an opportunity for partners of personnel to meet others. This has been an excellent way to create networks and friendships. I regularly liaise with community support networks including family wellbeing agencies and health care providers.

Individuals and families can approach me in confidence; I am also available if they just feel like a chat and a cuppa—the smile comes free!
ITALIAN CAMPAIGN REMEMBERED

By Judith Martin, Defence Communications Group

Former Spitfire pilot Bunty Bunt says his recent visit to Italy for the 70th anniversary of the Battles of Cassino was wonderful, as “I only saw Cassino from 14,000 feet up in the air during the war.”

It brought back memories too, some of them not so happy. “I wouldn’t have missed it for anything though,” said the 94-year-old from Blenheim. Former FGOFF Bunt was one of two airmen who were part of the 38-strong delegation of New Zealand Cassino veterans who made the pilgrimage to Italy to commemorate the 70th anniversary.

The other airman in the delegation was FLTLT Buck Pound of Thames. Mr Pound, who served variously with 104 Sqn, 614 Sqn and 256 Sqn, flew 32 sorties as a captain and pilot of Wellington bombers before converting, in 1945, onto the Mosquito.

The veterans, all of them in their 90s, were accompanied by a team of doctors, nurses, medics and carers. They flew there and back in a 40 Sqn B757, in which the crew ensured their journey was as comfortable as possible. Led by the Governor-General, LTGEN Sir Jerry Mateparae, the delegation attended three main ceremonies—one at the Cassino Railway Station, and two at the Commonwealth War Graves Cemetery. The railway station was the site of a fierce battle between 28 Maori Battalion and the Germans.

Prince Harry attended the New Zealand Commemorative service and he spoke to each of the veterans. He thanked them for their service, and asked some of them how it felt to be back in Italy again. The veterans also visited the Abbey on top of Monte Cassino, which was controversially bombed in 1944. They attended a service in the Abbey (which was rebuilt after WWII) conducted by the NZDF’s Principal Chaplain Padre Lance Lukin.

Originally from Greymouth, Bunty wanted to be a pilot as soon as he left school but his parents thought he was too young. When old enough he joined the RNZAF, began his flying training and in mid-1942 went to England, where he completed
Our Heritage

SGT DARREN PULLEN

NZAF Safety and Surface technician SGT Darren Pullen, from Patea, loves to sing. His singing, and that of his colleagues in the NZDF Maori Cultural Group, captivated the veterans and others during the 70th anniversary commemorations of the Battle of Cassino held in Italy in May.

The veterans weren’t the only ones; at Cassino Prince Harry spoke to the members of the MCG and commended them on their singing. SGT Pullen who is based at Ohakea says being part of the MCG is “like being part of another big family. We practise a lot and put a lot of effort into our work but it is all worth it, especially when you see how much people like our veterans enjoy it.”

SGT Pullen said when the group members were not performing during the commemorative trip, they were helping the veterans, or sitting with them listening to their stories.

“My training and began flying Spitfires. He was posted to the Mediterranean and in 1943 joined No. 43 Sqn in Italy. "I was there when Mt Vesuvius erupted. We were OK because our Spitfires were all metal [fabric control surfaces on some aircraft were burnt by the hot ash]. We did a lot of escort duties of the B-25 bombers, P-40s, Hurricanes and the like. We provided top cover over Cassino. Our job was to keep the Germans away from the airspace and we certainly did that.”

For Buck Pound this year’s visit was bitter-sweet. It was a chance for him to honour his best friend, Brian Robinson of Ngongotaha, who went through the whole war with him but was killed in a Mosquito on 30 April 1945. FGOFF Robinson is buried in the Naples War Cemetery.

“We shared the aerodromes with American B-17s which did the daylight raids while our Wellingtons did night-time raids. We dropped bombs on marshalling yards, troop concentrations, bridges and viaducts in Italy, Greece and Yugoslavia.”

In the nearly three years he served, Mr Pound says he had some “uncomfortable” moments. “Once, my aircraft was hit by lightning which put out all of my instruments.” On his return to New Zealand after the War he worked in banking for 40 years.

In recent years Bunty Bunt has served as a guide at the Omaka Aviation and Heritage Centre, entrancing visitors with his knowledge and stories about vintage aircraft. He escorted Prince William around the centre during the Royal Visit earlier this year.

The NZDF Cultural group at the Cassino Railway Station. SGT Pullen is in the back row, 2nd from left.
Vale

Bert Clayton was born in May 1918; he passed away on 30 June aged 96. Twenty four of his years were spent in the RNZAF and he was amongst the RNZAF ground crew who were sent to Singapore to staff 488(NZ) Squadron in 1941. Appropriately, the RNZAF, and 488 Wing in particular, were represented at his funeral.

Bert had joined up in 1939, training as an Aircraft Fitter. He was sent to Singapore in September 1941, where the new Squadron was equipped with Brewster Buffalo fighters. The Squadron’s experiences during the fall of Singapore are recounted in his son’s book, ‘Last Stand at Singapore’ (Random House NZ, 2008). Bert made it back to New Zealand and served at various stations until deploying into the SW Pacific Theatre with No. 6 (Flying Boat) Squadron in 1945.

Post-war he stayed on in the RNZAF, serving in Japan with No. 14 Sqn and in Malaya with No. 41 Sqn. In 1953 he went to the UK to bring back the first Bristol Freighter, subsequently he was a member of the Queen’s Flight for the 1953/54 Royal Tour.

He retired from the Air Force in 1963. According to his Discharge Record, he was qualified to work on the Baffin, Vincent, Anson, Oxford, Kittyhawk, Warhawk, Sunderland, Corsair, Mustang, Freighter, DC 3, Hastings and DC 6.

After the Air Force, Bert worked as a storeman and raised his family in Auckland. He gave extensive voluntary support to the Scouts, receiving the top Scouting award for his efforts. As one of the (then) four surviving 488 Sqn members, he had attended the initial parade for 488 Wing at Ohakea in 2010.

The large rigid airships known as Zeppelins were used by the German military for bombing and reconnaissance operations for much of the First World War. They were responsible for killing over 500 people in air raids over England and were widely regarded as a terror-weapon and labelled as ‘baby-killers’ in British propaganda.

This tin contains six aluminium fragments from Zeppelin L-31 of the Kaiserliche Marine (Imperial Germany Navy). The label on the lid of the tin is inscribed, “Pieces of Zeppelin / brought down by Lieu. Tempest DSO / at Potters Bar Herts. / Oct 1st 1916”.

Flying from Royal Flying Corps Station North Weald, LT Wulstan Tempest of No. 39 Squadron RFC destroyed L-31 on 1 October 1916. The airship had just carried out a bombing raid over London when Tempest intercepted it over Potters Bar in Hertfordshire. He fired several rounds of incendiary bullets into the Zeppelin from his B.E.2c fighter, igniting the hydrogen gas and turning the enormous airship into a blazing fireball. It crashed to earth with the loss of its entire crew. The Commander, Heinrich Mathy, the most renowned German airship commander of the time, had moments before jumped to his death.

These fragments belonged to New Zealander Major Alfred de Bathe Brandon, who had also flown a patrol on the evening of 1 October 1916 with 39 Squadron. Brandon had been credited with destroying the first Zeppelin over England on 31 March 1916, although subsequent investigations concluded that ground-based anti-aircraft fire had inflicted the fatal damage.
CHIEF OF DEFENCE FORCE VISITS

On 27 June, LTGEN Tim Keating, CDF, visited the Air Force Museum of New Zealand at Wigram, for the first time since taking up his post. The purpose of his visit was to gain an appreciation of the size of the Museum, the scope of its activities, and to meet as many staff and volunteers as possible. He was accompanied by the WODF, WO1 Danny Broughton, and his Military Assistant, LTCOL Tim Marsden.

CDF was met by the Museum’s Director, Mrs Thérèse Angelo, SQNLDR Robbie Chambers (Executive Officer) and Mr Dave Clearwater (Business Manager). They described the ‘front of house’ activities and the Museum’s relationship with vBase, who not only provide the catering to the café but are also responsible for managing the conference and events facilities. Our Museum has made space available to the City Council for appropriate events, following the city’s earthquakes.

CDF was shown around the Canterbury Cultural Collections Recovery Centre (CCCRC) which is within the Museum’s new building. It provides a working and storage facility until the end of 2015 for cultural institutions whose collections have been displaced by the earthquakes. Among the 29 participating groups are Lyttelton Museum, Kaiapoi Museum and St John.

In the Collections buildings, the Collections Manager, David Watmuff, described the exhibitions, research, curatorial and restoration work undertaken by his staff. CDF was shown our large object conservation and restoration, in particular the two current aircraft projects, and viewed other aircraft in the collection in storage. He was also shown the Museum’s research and archival facility, and some of the smaller storage areas for the Museum’s collections.

LTGEN Keating commented afterwards that he was impressed by not only the quality and breadth of the displays, but also by the enthusiasm and dedication shown by the staff and volunteers who are responsible for the success of this magnificent facility.
Riding Route 66

By WGCDR Nigel Sainsbury

Route 66 is the iconic ‘Mother Road’ that runs from Chicago, Illinois, to Santa Monica in California. It was always on my bucket list to ride the road with a few mates. Six friends agreed to join in—7,500 miles (over 12,000kms) through 18 states, over 26 days during August and September 2013. Five of us would ride West to Santa Monica, three would then return to NZ then another two mates would fly out from NZ to join the two remaining riders to complete the return journey—easy!

Having decided on the riders, the next thing to consider was the motorbikes. I wanted anything but a Harley Davidson. Everybody rides those in the States! I settled for a 2007 Italian Moto Guzzi, Griso. A great Italian machine that insists on blowing gaskets and keeping my trousers waterproof by spewing oil over them. Some call it unreliability, I call it character! Getting another three bikes and keeping them at the NZ Embassy raised a few eyebrows but I had top cover and most were keen to hear about our adventure. The insurance, registration and legal aspects of making these bikes accessible to temporary Kiwi riders was a story in itself but it finally got sorted—just two days before we started.

The start of Route 66 in Pontiac, Illonois. WGCDR Sainsbury is at far right.

The Team

Westbound: myself, Alex Groves (the sole American), ‘Sid’ Adrian Collins (ex RNZAF GPCAPT), W/O Brett Shanks and Neil Surtees (of Surtees fishing boat fame).

Eastbound: myself, Alex, SQNLDR Chaplain Paul Allen-Baines and Paul’s mate Ian Davidson.

Only Alex and I completed the ‘there and back’ adventure.

The Bikes

- Nige Sainsbury = Moto Guzzi, Griso
- Alex Groves = BMW GS1200 Adventurer
- Adrian Collins = Kawasaki Concours
- Brett Shanks = Honda Valkyrie
- Neil Surtees = Harley Davidson, Road King
- Paul Allen Baines = Kawasaki Concours
- Ian Davidson = Harley Davidson Fatboy
Although Route 66 was the objective, everyone had their own ideas of things they wanted to achieve. Within two days after starting in Chicago, our routine was established. Kickstands up about 8am, ride for around two hours then stop for fuel, food or activity throughout the day, then look for accommodation before it got dark. That would see us cover between 300 and 400 miles a day depending on the roads and the weather conditions.

You don’t just see the United States on a motorbike adventure you feel it, smell it, taste it and sense it. The country is so diverse in both geography and culture that every fuel stop and every night stop was very different. The American people were incredibly friendly and helpful and were proud of the fact that we choose their country to explore.

After Brett’s 50th birthday, celebrated in Ely, Nevada, the team rode America’s loneliest road—Route 50—the following day, with little scenery, intense heat, gusting winds and few towns. Plenty of time for reflection.

Accommodation was relatively easy to find and as a Defence Staff member my US military ID card came into play, most US hotels/motels offer military discounts. We had two encounters with the police and both had good outcomes, although both episodes required some ‘diplomacy’.

The trip was a huge success for everyone; there were no accidents or serious illnesses—we were very lucky. As a result a similar trip is planned for this year to take in the South and East Coast of the USA.

### Highlights

The 26 days are documented on the team’s blog site ‘tesco.simplesite.com’

An eight part serial video can be found at: [https://picasaweb.google.com/113975783181367541423](https://picasaweb.google.com/113975783181367541423)
The RNZAF has a new Chaplain, FLTLT Ken Diekama. He is also a leading Ultimate Frisbee player and, as this issue goes to print, is at the Ultimate Frisbee World Championship, as a coach and player. Ken describes his sport...

I started playing Ultimate Frisbee 14 years ago. It was a club sport at the university that I attended in the USA. I moved to NZ in 2007 and joined up with the top Auckland Men’s team. I continue to play for, and captain, that team. I played for the NZ Men’s team in 2010 and 2012 and will play for them again in this year’s World Championships in Lecco, Italy. We finished 9th in the world in 2012.

I first began coaching in 2007. I was volunteering in local schools and youth groups and started to teach the sport to the kids I was working with. Over time I began taking them to competitions and from there developed more players and teams. In 2012 I was the head coach of the NZ U19 Boys’ team and coached them at the world championships in Dublin, Ireland. That was the first time NZ sent an age group team to a world championship. I have continued coaching and recruiting since then and I will once again be the head coach for the U19 team at this year’s world championships in Italy.

The game is a team sport played on a field as long as a rugby pitch but a little more than half the width. It has two end zones (try zones) in which a point can be scored. Teams start at opposite ends of the field with the defending team throwing the disc to the offensive team. The offensive team attempts to pass the disc between its members, advancing it up the field until a teammate catches the disc in the endzone for a point. The person with the disc can pivot, but cannot run or take steps while holding the frisbee.

Meanwhile the defensive team attempts to block or intercept the passes but may not use contact to achieve this. If the defensive team blocks or intercepts the pass then they instantly become the offensive team and so attempt to score in the opposite end zone. Each score is one point and games are played until one team scores 15 (or in some cases, 17) points.

A game takes about 1 hour 20 minutes to complete. Each team is allowed 7 players on the field at a time, with substitutes only coming after a point has been scored or because of an injury.

Both tournaments are to take place in Lecco Italy. The U19 tournament is 20-26 July. Games for the Men’s tournament will be played 02-09 August.

INTERNET:

Youtube: www.youtube.com/watch?v=Gtj_F_etLT8
Details of the game: wfdf.org/sports/ultimate.
U19’s tournament: worlds2014.org/juniors
Men’s tournament: worlds2014.org/wucc
The opportunity to represent my country has always been my dream. I remember as a little boy watching the opening of the 1992 Olympics in Barcelona. I marvelled how proud all the athletes looked as they marched in. That day, I said to myself “One day, I will be good in one sport and represent my country in a world competition.”

SA

LAC Bob Hela supports his partner Lauren Harrington.

SALSA DANCE SPICES UP AIR FORCE LIFE

By LAC Bob Hela,
Aircraft Maintenance Squadron, Base Auckland

On joining the RNZAF, I have had the pleasure of participating in sports clubs, adventure training, and inter-base tournaments. However, I get raised-eyebrows and surprised looks whenever I tell my colleagues that I dance. Usually, it is followed by “how’d you get into that?”

I vividly remember my first salsa class in Kingsland. A complete beginner to dancing, I did not know what to expect. However, five minutes into the class and grooving to Latin music, I realised how much fun it actually is. Not to mention the opportunity to meet and dance with a few pretty ladies—a win-win situation!

My competitive nature kicked in and I joined the Latin Showcase team of Latinissimo NZ Dance Studios as part of the C Team. It was then I realised that dancing, just like any other sport, requires commitment, determination, and a high-level of fitness.

Doing lifts and tricks with your dance partner while staying in time with the music and keeping a smile on your face is not the easiest thing to do. We trained long and hard—which paid off in November 2013 when our team won 1st place in the NZ Salsa Championships.

I was invited to be a part of the Latinissimo Men’s Shines team and represent NZ in the 2014 World Salsa Summit and Global Salsa Championships in Miami, Florida, last February.

It was one of the proudest moments of my life. We were in a huge ballroom in Deauville Beach Resort in Miami, waiting for our team to get called. I was just about to step on an international stage—“mixed feelings” is an understatement! My heart was in overdrive mode, pumping like the subwoofer in my car. I couldn’t keep still—when I looked at my team mates they all looked just as anxious. Finally, the MC said “Let us welcome to the stage, Latinissimo New Zealand.”

I could feel the curious looks as we stepped in— we were the only team from this side of the world and a lot did not even know where New Zealand was.

We stood in our starting formation; our music came on—and away my feet and arms went. It all seemed good until I saw the panel of over 10 international judges with their straight faces and critical looks. Usually, the nerves calm down as soon as I start dancing but not this time! We were all nervous up until our finishing pose.

In a category of 12 competitors, we came 9th. Not exactly what we were hoping for; however, the experience was golden. I wouldn’t have made it there without the support from the RNZAF and a lot of people in New Zealand, who all deserve my utmost gratitude. My thanks to Auckland Base Welfare and the Auckland Junior Ranks Club; they helped immensely with my travel expenses. Dance2Go provided me a pair of shoes which I wore in the competition. My mentors, Giancarlo and Masha Johansson, taught me everything I know and made me realise my potential.

I am now choreographing alongside with my dance partner, Lauren Harrington, who is a two-time National champion. I have to say that working with someone with her years of experience and style is a great motivation. We hope to perform our showpiece around New Zealand and, possibly, overseas; some exciting events are lined up. So, let me close by saying “the legend continues!”
More than 1200 civilian competitors got a taste of Linton Military Camp in June for the Tough Guy and Gal Challenge. There were 16 Military teams competing including one Air Force team from Ohakea.

TOUGH GUY AND GAL CHALLENGE
A FIRST TIMER’S PERSPECTIVE

By SGT Stacey Adam, Base Medical Flight, Ohakea

So how does enjoying a quiet beverage and general conversation after work on a Friday end up being chin deep in stagnant muddy water on a Saturday morning? That’s what was going through my mind at the 8km mark—with another 4km to go—in the Linton Tough Guy and Gal Challenge on 07 June.

The Linton challenge is an introduction to military training and Linton Camp with a 6km or 12km option. The course consists of numerous obstacles, some from the Linton Confidence course, plus muddy banks, ponds, creeks and lots of mud.

SGT Kim Madsen had a team all set and ready to go for the challenge. Unfortunately the day before the event it all turned to custard for Kim’s original team and somehow CPL Paul Bond and I ended up getting dragged into the mud! Being a military team meant that we had to complete 2 x 6km laps in boots and DPMs, which seemed easy enough, until the first water obstacle when we instantly gained 10kg with 11km still to go.

Some of the obstacles that we encountered were stone walls, flat deck trucks, steep banks, river crossings, lots of mud and the Linton Confidence Course (which involved climbing over walls and logs, through tunnels, and under barbed wire and high voltage wires!).

It was pretty tough going to get through the first lap and then we had to do it all over again. [Kim Madsen reports that Stacey pulled a calf muscle at the 7km mark but gutted it out and still had a big smile on her face—Ed.] We finished in 2hrs:02 ... all in all, it was an awesome event with lots of fun, despite the pain!

Congratulations to the 1 RNZIR team who came first of the military entries The official results show that we were 8th out of 16 teams; Kim tells me his plan is to get more teams for next year and take on the Army for the trophy, so we will have to get some of our hardcore Ironmen involved!😊
In September, 12 people from across the NZDF—some currently serving and others retired—travel to London to compete in the Invictus Games.

**INVICTUS GAMES**

**A CELEBRATION OF SPIRIT**

Instituted and supported by The Royal Foundation of the Duchess of Cambridge, HRH Prince Harry and the UK Ministry of Defence, the Invictus Games are an international sporting event for wounded, injured and sick servicemen and women from 14 countries. Over 400 competitors from 14 countries will be taking the tracks, fields, courts and arenas of London’s Olympic venues in a contest that centres on the determination to overcome personal restrictions to continue to lead lives of excellence.

The RNZAF is represented within the Kiwi team. Former serviceman David Sherriff, who as a civilian still works within our Air Force, will have seen a combined total of around 20 years service when he competes at the Games.

“Sport was an important part of my early service career, for both physical fitness and social reasons. I had competed in Water Polo up to a Combined Services level prior to suffering a spinal cord injury. I replaced Water Polo with Wheelchair Basketball and played to an international level at several tournaments between 1997 and 2005. While Wheelchair Basketball became a passion, I have missed being involved in competitive sport within the Service. I am looking forward to competing with and against servicemen again and passing on some of my experience of both playing and coaching Wheelchair Basketball competitively,” he says.

Warrant Office Gary Clark, Team Manager for the Invictus Games, will head the New Zealand contingent.

“I am extremely proud to have been appointed manager of a team of NZDF warriors who have battled adversity with the support of their families and friends, to continue their life journeys to the best of their abilities,” he says.

And these sentiments of pride are echoed throughout the NZDF, and among other armed forces, whenever the Invictus Games are mentioned. With HRH Prince Harry acting as lead spokesman for the Games, worldwide interest is rising. A YouTube clip featuring high-profile celebrities from the worlds of entertainment and sport demonstrates the importance of these inaugural Games.

As a sporting activity, our team heading over to the Invictus Games are relying on the generosity of sponsors to help foot the bill—and some big names are already in the pipeline to support the Kiwi effort. Jaguar Land Rover, official sponsor of the Invictus Games, have thrown some support behind the Kiwi team.

“It’s great to have Jaguar Land Rover on board”, says WO Clark. “We are a small team—but by the time you add the support staff and each competitors support person to the mix, it’s a big endeavour getting everyone to the other side of the world to compete.”

One of the most important aspects of the Invictus Games for many of those competing is the opportunity to take a person with them who has supported them in their journey so far, as the Games will also be providing a programme for the partners or friends of each participant.

Each of our competitors is excited to be part of the Invictus Games, which allow people from all areas and with all levels of ability an opportunity to compete on a level playing field. In an organisation whose core values include that of Courage and Commitment, it is not unusual to see our men and women pushing themselves that much further in order to succeed. But for those wounded, injured or made sick by their service, the odds may seem insurmountable; this is an opportunity to help them go the extra mile to reach their goal.

We wish each of the competitors the very best as they head to London. *Kia kaha* Kiwi team—we’re behind you all the way!

For more information about the Invictus Games, and to find ways YOU can support the Kiwi team, head to nzdf.mil.nz and follow the Invictus Games link.
To mark the centenary of the start of WWI, Air Force News features the Avro 504. More Avro 504s were built than any other British aircraft during WWI and it became widely used as a trainer for the RFC, RAF and many other Air Forces.

THE AVRO 504

Designed in 1912 by Alliot Verdon Roe, the type initially saw front line service with the Royal Flying Corps and the Royal Naval Air Service, before reverting to duty as a training aircraft. Avro 504s were among the first RFC aircraft deployed to France and one was the first British aircraft shot down by enemy action.

In November 1914, three 504s of the RNAS, operating from France carrying 20 lb (9 kg) bombs, attacked the Zeppelin sheds at Friedrichshafen, Germany—the first ‘strategic’ bombing raid.

After 1914 the 504 was used as a trainer but some in England were fitted with an upward firing Lewis gun for attacking Zeppelins. The Avro 504K was the most numerous variant and was used by the RAF until the late 1920s, with the final delivery of the type occurring in 1927.

Four aircraft were bought to NZ in July 1919 by the Canterbury Aviation Company. Two 504s made the first flight to Mount Cook in May 1920 and the first crossing of Cook Strait that August.

As radial engines displaced rotary engines (with their high torque) the 504 lost its value as a trainer, since ‘blipping’ the magneto to control speed was different from the throttle control of more modern engines. By 1928, the Avro was obsolete; subsequently four DH60G Moths replaced them and our surviving military Avros were sold in 1931.

The Avro 504K was initially attractive to Kiwi civil aircraft operators. The Arrow Aviation Company used one ‘Blazing Arrow’ to make the first flight over the Southern Alps on 04 June 1924 (Greymouth to Wigram, 128 miles in 1½ hours). Some 504s survived on the NZ civil register at least until the mid-1930s.

With thanks to Simon Moody, Air Force Museum of NZ

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The Missing Wingman Trust

The MWT is for all ranks and trades. For example, the MWT was able to support the family of a young Medic after a child had, sadly, passed away. The Trust was able to help meet the cost of a headstone to help the family remember, and to offer support to the family.

The MWT is working with MSS at Ohakea to help replace the roof of the family home of SGT Grant Sutherland. In July the trainee pilots of PTS ran a collection at the main gate of Ohakea, and raise $790—a great effort!

You can support the Trust on this project by setting up an AP for, we suggest, $1 per pay (see bottom of this page) or by contacting W/O Jake McPhee at MSS.

Contact: SQNLDR Ron Thacker.

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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

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Laucala Bay Personnel

A reunion for all personnel who were stationed at Laucala Bay, Suva, Fiji.

Blenheim: 27th, 28th February & 01 March, 2015.

Please register with:
Mary Barnes: mellen1@xtra.co.nz, or
Terry Pullman: Stamper1@clear.net.nz.
Terry Pullman, Secretary, RNZAF Marlborough.

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Yes! I will set-up an AP to: The Missing Wingman Trust

Bank: Westpac
Account: 03 0774 0642082 00
Charity No.: CC50067
Amount: $1 weekly/fortnightly

With thanks to Simon Moody, Air Force Museum of NZ
Avro 504K : Tech Specs

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This Gavin Conroy photo shows ZK-ACU, which is one of the Imperial Gift machines from 1920. The 504K introduced a new engine mounting with an open-fronted cowling that allowed different rotary engines; thus 6,350 504K’s were built. The long skid (known as the toothpick) protects the propeller from nose-down landings. A four gallon fuel tank is on the upper wing with a gravity feed to the 30 gallon main tank behind the engine. The airframe of ZK-ACU was rebuilt some years ago and it is now owned and maintained in Masterton by The Vintage Aviator Ltd. The logbooks of this 504K show it was flown by Kingsford-Smith, Francis Chichester and George Hood when in the NZPAF. Today, ACU is powered by a restored 9-cylinder Gnome rotary engine of 100 hp and can achieve 90 mph, with a 13,000 feet ceiling.
THE AIR FORCE PROMS

With

MARK HADLOW

and special guests

31 AUGUST 2014
2.30PM
WELLINGTON OPERA HOUSE

TICKETS AVAILABLE FROM TICKETEK.CO.NZ
ADULTS FROM $20*
CHILDREN FROM $15*
*Service fees apply