ON GUARD IN DARWIN!
- FORCE PROTECTION FOR EX PITCH BLACK
COUNTER-PIRACY DEPLOYMENT STARTS
RIMPAC WRAPS UP
ARNHEM 1944-AIRPOWER IN ACTION
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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LAC J D HINES AND HIS MILITARY WORKING DOG ‘ENOR’ PROVIDING SECURITY FOR AN RAAF FA-18 HORNET DURING EXERCISE PITCH BLACK, SEE FEATURE P 10. PHOTO: SGT LUCY JORDAN, RNZAF BASE OHAKEA.
FIRST WORD

By WO Mark Harwood, Warrant Officer of the Air Force

Firstly, let me say how much of a privilege and honour it is to be appointed as your new Warrant Officer of the Air Force. It has been both humbling and exciting to find myself joining the senior leadership team and I am very much looking forward to representing our Airmen and Airwomen.

Secondly, I wish to thank Dennis for his dedication, commitment and solid stewardship as WOAF. I especially appreciated the considerate way in which he eased me into my new role. His advice to keep appropriately engaged across many networks has already proven very sound. I wish Dennis every success in his new role at 488 Wing.

Dennis mentioned in his last ‘First Word’ [AFNews 160, July] that of all our resources, the most important by far is our people. I could not agree more.

I feel very fortunate that my appointment as WOAF has come at a time when the hard slog by our various capability project teams is now coming to fruition. On my initial visits over the last few weeks, a healthy sense of anticipation is very evident as we embed our upgraded fleets and prepare to introduce brand new ones—busy and exciting times for us.

The RNZAF appointed its first WOAF ten years ago. On Base visits, I have encountered the odd blank stare when I’ve asked some of you what you think the purpose of the WOAF role actually is. In its present form, my position description reads as follows:

‘WOAF is a member of the personal staff of the Chief of the Air Force and is mandated to recommend advice either as the CAF requests or as deemed appropriate by the WOAF, on any matters affecting the command, leadership and management of the RNZAF. This includes, but is not limited to, matters affecting the health, welfare, standards and discipline of non-commissioned ranks as well as issues pertaining to morale and conditions of service in the RNZAF. The status of the WOAF is that of an advisor and as such the WOAF works in concert with all levels of command as well as Airmen and Airwomen to clarify policy, its implications and represent to relevant command any substantial matters raised by Airmen and Airwomen’

Accordingly, my role in offering advice to the CAF and the wider command team will be relevant and useful only if I accurately take ‘the pulse’ of our workplaces. Where there are points of difference, my role ensures there is ample opportunity to have these represented at the leadership table before decision time. I aim to maintain the value and credibility of this position by staying connected and in touch, face to face where possible.

These things, as in any functional communication system, must be reciprocated. It is equally important that I ensure CAF’s intent is represented to all ranks accurately and in a way that facilitates that sense of ‘connectedness’ and ‘alignment’ that we all need, to effectively achieve our future tasks.

To ensure future needs of the RNZAF continue to be met, the position description for WOAF will be revisited as and when necessary. I am committed to developing this role to enable the best possible support to the rest of the leadership team, and I am truly looking forward to interacting with you all.
That’s why **people** are our Defence Force. They deliver on our mission for New Zealand through their mastery of the sea, land and air domains. This can only be achieved through professionalism and training and must include the active management of risks to our people’s health and safety.

I have signed off an **NZDF Health and Safety Policy**. Our vision is a simple one: to ensure no member of the New Zealand Defence Force suffers a preventable workplace injury.

My intent and expectation of you can be read on posters around camps and bases, in this Service publication and on the ILP. Take notice and act on the intent.

This new policy statement clearly states everyone—Regular Force, Reserve Force and Civilian—has a right to expect the NZDF has made every effort to ensure their safety.

To achieve this, the policy is focused on building a stronger safety culture, which leverages off us all living our values:

**Courage:** speaking up and stopping unsafe behaviours, practices, or situations before they result in harm.

**Commitment:** to preventing injuries and minimising incidents of serious harm and loss of life.

**Comradeship:** taking the necessary steps to ensure no one entering a Defence Force work environment harms themselves or others.

We all need to foster a culture of safety in training, to be matched by our professionalism on military operations. We cannot remove risk—it comes with the very nature of the tasks we are asked to achieve as New Zealand’s armed forces. But we can take every effort to keep our people safe.

This is the foundation stone. All our planning, training and workplace actions must support a culture of safety across our Defence Force.

As a military organisation it is our duty to prepare our people to deploy into tough situations and severe environments. They must be ready to undertake the most demanding of all endeavours—combat.
**GREEN ENDORSEMENT: FLTLT M B RIEPER**

On 25 March 2013 FLTLT M. B. Rieper was the Captain of Hercules NZ7001 conducting tasking in support of the withdrawal of the NZPRT from Afghanistan. While conducting a tactical approach to runway 25 at Bamyan airfield, an ‘unsafe gear’ indication was received for the left-hand main landing gear. At 150 feet AGL, with no change to the gear indication, FLTLT Rieper made the decision to Go-Around.

Due to high terrain in the vicinity of the airfield FLTLT Rieper entered a climbing left hand turn, retaining the aircraft in its current configuration. To mitigate the risk of a ground threat, the aircraft was positioned over the mountain range to the west of Bamyan airfield and levelled off at FL215 (approximately 4000 feet AGL).

FLTLT Rieper co-ordinated the crew and ran the appropriate checklist; given the challenges imposed by the operational environment, FLTLT Rieper made the decision to remain at altitude over mountainous terrain and gradually position the aircraft closer to Bagram for the eventual recovery. After multiple attempts did not resolve the problem, it was assessed that the gear would have to be manually lowered using a hand-crank. This is normally a relatively simple procedure, able to be conducted by a single crew member; however due to a restriction in the gear mechanism the Air Load Master was unable to turn the crank at all.

An on-board maintainer was required to assist the ALM and the two worked in unison to extend the gear [See ‘Well Done’ Awards, AFNews 161 July]. Once FLTLT Rieper had confirmed the gear was down and locked the checklist was completed and a fully configured tactical approach was successfully flown into Bagram.

The failure of the landing gear in a complex operational environment tested all personnel on the crew; there was real potential for a wheels-up landing with probable catastrophic airframe damage and possible loss of life. FLTLT Rieper performed exceptionally well to manage this unusual and challenging situation amidst high terrain, which impacted aircraft performance, in a high threat environment with limited options. He maintained a calm and logical approach and ensured all in his crew worked together and used all possible resources to achieve the successful outcome.

FLTLT Matt Rieper is deserving of a Green endorsement as he conducted his duties as an aircraft captain in a thoroughly professional manner in a challenging operational environment.

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**WELL DONE: FLTLT LOIC IFRAH**

FLTLT Ifrah was conducting a pre-flight inspection of a CT4-E Airtrainer at Queenstown Airport in preparation for a Pilot Training Squadron South Island Mission Week sortie, when he discovered an unattached metal clamp inside one of the fuel tanks.

It is only possible to view the inside of the fuel tank from the filling point, which is a 5cm diameter orifice on the top side of the wing. When conducting his pre-flight checks, FLTLT Ifrah showed exceptional attention to detail by not only checking the contents of the tank visually (as detailed in the Aircraft Flight Manual), but also conducting a thorough inspection of the visible internal parts of the tank. The clamp was lodged against the back wall and baffle of the tank, and only visible when making a deliberate effort to inspect that area from an acute angle to the wing.

FLTLT Ifrah’s vigilance and attention to detail prevented the hazardous situation of having a foreign object of unknown origin loose in his aircraft’s fuel tank during flight. Had this foreign object gone undetected, there was potential for it to interfere with the correct functioning of the aircraft fuel system, with possible consequences as severe as engine failure in mountainous areas of the South Island.
In Air Force News 159 June, CDF laid out his five priorities as our Commander:

- A **single plan** for the NZDF implementing the DMRR*—investing in smart capability, focused on excellence
- Focusing on the **delivery of our core military skills** towards the tasks expected of us by Government and the people of New Zealand
- **Growing the people** we need and better supporting our military families
- **Greater partnering** with other agencies and other militaries
- **Stronger leadership, better governance**—and improved management.

*DMRR= Defence Mid-point Rebalancing Review; see AFN 154 December 2013

Priority 1, the single plan, is already under development, with our new four-year plan due to be shared across the NZDF in the next few weeks. In the following article, CDF explains the second of his priorities.

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**UNPACKING MY PRIORITIES:**

**FOCUSBNG ON THE DELIVERY OF OUR CORE MILITARY SKILLS**

*By LTGEN Tim Keating*

Earlier in the year I introduced my five priorities as CDF for the NZDF to help guide and focus our collective energies as an organisation. I discuss here in more detail my second priority—“focusing on the delivery of our core military skills”—and why this is important to both the Government and people of New Zealand:

The NZDF has a key role guaranteeing the freedoms enjoyed by all New Zealanders. Our core task as a force for New Zealand is the conduct military operations. This is our reason for being. Our ethos is a war-fighting ethos. Therefore I believe our priority and focus as a military organisation must be on the delivery of our frontline capabilities to ensure Government is provided with military response options that lie at the heart of our national security.

Our Defence Force, whether acting in a leading or supporting role, must be ready and able to contribute to:

- ensuring a safe and secure New Zealand, including its borders and approaches;
- supporting a rules-based international order which respects national sovereignty;
- maintaining a network of strong international linkages; and
- contributing to a sound global economy underpinned by open trade routes.

The geographical and political features of our region demand that our forces are agile, can be deployed at short notice, and at long range. Agility refers to our capacity to plan and execute operations rapidly and flexibly. This must be the focus of our thinking and future development. To this end, we have been reshaping our organisation creating an expeditionary Joint Task Force, with an amphibious capability, to work independently in the Pacific region; or as part of a larger coalition military operation further afield.

Being a modern, professional military force designed for combat means we are also capable of responding across the full spectrum of security events. We are the only agency of state that maintains disciplined forces available at short notice and which operates large-scale and integrated fleets of vehicles, ships, and aircraft. We are therefore able to use our military forces to undertake or support a range diverse activities including: counter-terrorism; protecting ocean resources; responding to natural disasters; explosive ordnance disposal; participating in search and rescue; deterring unwelcome intrusions within the region; and supporting conservation efforts. These are important tasks that ordinary New Zealanders also expect us to turn our military talents and resources to.

For these reasons I have set as a priority the delivery of our core military skills, and for the NZDF to be able to fulfil a credible combat role.
A P-3K2 Orion aircraft left Auckland on 01 August, bound for the United Arab Emirates, where it has since joined a multi-national task force focusing on counter-piracy. During the four-month deployment the Orion will be conducting maritime surveillance tasks in the Gulf of Aden and the Indian Ocean in support of Combined Maritime Forces, NATO and the EU.

Air Vice-Marshal Mike Yardley, Chief of Air Force, said the Orion is providing a valuable contribution to reducing the number of piracy attacks happening in the area.

“Our P-3K2 aircraft are regularly used to conduct a wide range of maritime surveillance work, and our crews are highly skilled. I am proud they are able to contribute their expertise to this vital task force. We often work with other nations on operations and I know that the group now deployed had been looking forward to being involved in a large-scale operation that can make a real difference”.

The RNZAF has sent 55 personnel on this mission to support the Orion, including those who crew and fly the aircraft as well as maintenance and mission support staff.

This RNZAF commitment to the counter-piracy task force follows closely behind the seven month deployment undertaken by HMNZS TE MANA (August 2013 – March 2014), which, with its Seasprite Flight embarked, undertook 91 days of counter-piracy operations in the Gulf of Aden. Also last month, 13 RNZN personnel deployed to Bahrain to command the CTF 151 counter-piracy taskforce ashore. Their role is to coordinate the international maritime security and search efforts of warships from a number of nations.
The 5 Sqn maintainers were well prepared for the current operational deployment, after taking part in two major international exercises earlier this year, JOINT WARRIOR and RIMPAC.

**ORION DEPLOYMENT**

**THE MAINTENANCE TEAM**

*By LAC Lauretta Ramsay, No 5 Sqn*

Last month I was in Hawaii, supporting P-3K2 Orion NZ4206 on Exercise RIMPAC. I am an aircraft technician, and worked as one of three aircraft techs in a team of 11 maintainers.

In contrast to Hawaii, last April we had deployed to Exercise JOINT WARRIOR in Scotland where it was cold! That was my first time travelling to the northern hemisphere, and the stopovers on the way up, in Darwin, Penang and Dubai, were all new experiences. JOINT WARRIOR was also my first time working alongside 230 and 209 Sqn personnel, and getting a small insight into their roles, as well as the chance to meet some new people.

Our role as maintainers began four hours before each assigned flight was due to take off, when we dispatched (ie prepared) the aircraft for flight, and rectified any minor faults that the crew discovered during their pre-flight checks. When the flight returned we receipted it in, carried out an after-flight inspection and rectified any faults in preparation for the flight the following day. The Orion and its aircrew flew everyday for the first seven days, which meant there was not a lot of down time for us in-between flights.

Some days the after-flight went smoothly and took only a couple of hours to get through, other days it wasn’t so straightforward and we worked late into the evening, which meant there was very little down time before we were back at work again dispatching the aircraft for the next sortie.

Unfortunately on Day 7 of JOINT WARRIOR, the aircraft returned with a cracked pilot’s windscreen, but before that we had achieved a 100% success rate for the 7 days that our crew flew. The windscreen fault meant working long hours in some trying conditions. Scotland in April is not exactly warm, and although temperatures were warming up, we were lucky if it made it into double figures.

Working outside on the flightline, until midnight in the cold, with poor lighting and borrowed stands that barely allowed us to reach the window, tested our resolve! But everyone remained in good spirits—and what really impressed me was that our entire team of maintainers got involved in replacing the window, regardless of trade—to ensure the rectification progressed as fast as possible. Even the Warrant Officer got involved removing screws and scraping old sealant off. The team epitomized our Kiwi attitude of getting stuck in and getting the job done.

A notable point was the willingness between countries to provide assistance; everyone was keen to see maintenance problems resolved. Whether it was just searching through maintenance manuals to compare part numbers or actually providing parts, the international relationships were strong. The Americans were happy to provide us with a main windscreen so that we didn’t need to wait for one to arrive from NZ, and the Canadians and Brits provided us with those necessary parts and sealants, which meant we were able to get the aircraft fixed in time to depart as planned at the end of the exercise.

On the whole, the two major exercises, in Scotland and subsequently in Hawaii, created stronger bonds among the maintainers and we got to experience air operations on an international scale. They were of great benefit, not only in our specialist trades but also for the combined RNZAF team.

For our comrades now in the Middle East on Op TIKI VII, both Scotland and Hawaii will be distant—and cooler—memories, as they focus on the operational flights for the coalition task force.
In the middle of steamy south-central USA, the latest rotation of two thousand or so US Army personnel were assembled at the Joint Readiness Training Center (JRTC) in Fort Polk, Louisiana. For the US Army, the JRTC provides highly realistic, stressful, joint and combined arms training across the full spectrum of conflict. With great emphasis on realism, the JRTC provides the rotational units the opportunity to conduct joint operations and many of the exercises are mission rehearsal for actual operations the units will experience on their deployment. JRTC scenarios allow complete integration of Air Force and other military services, including host-nation and civilian role players. Fort Polk is essentially ‘somewhere in Central Asia’ for the soldiers and airmen in Exercise GREEN FLAG at the JRTC.

To complement the JRTC and establish a multi-national operational environment, 40 Sqn joined the 34th Combat Training Squadron (34 CTS) at Little Rock Air Force Base to provide tactical air transport support to the US Army. 40 Sqn has regularly sent a C-130 and crew to JRTC since 2004, in order to exercise and evaluate the combat readiness of our airlift capability. JRTC also provides an opportunity to train with partner forces while in a deployed, 24-hour operation and bare-base environment.

As with real-world operations, 40 Sqn was part of a large scale coalition air mobility force. During this rotation we flew our missions alongside two Little Rock-based USAF 19th Airlift Wing squadrons (41st and 61st Airlift Squadrons) which both operated the C-130J Super Hercules. They were our colleagues, and also our competitors; as part of the exercise, every aspect of our mission was assessed and graded by observer-controller/trainers from 34 CTS. The assessment took into account all manner of airborne skill-sets, from threat reaction to airdrop scores. Critically, 34 CTS staff are able to provide external validation of the tactics and procedures utilised by 40 Sqn crews.

Short notice changes to arrival and drop times, simulated surface-to-air threats (including small arms, MANPADs and anti-aircraft artillery) and the high temperatures pushed the aircraft captain FLTLT Aaron ‘Lively’ Lloyd and his crew to their limits.

FLTLT Lloyd’s crew were supported by a passionate team of tacticians/mission planners, a conscientious Intelligence Officer (FGOFF Sara Potter, 230 Sqn) and a crack team of 40 Sqn maintainers at Little Rock AFB. All had a part to play in ensuring the crew had a solid mission plan, a comprehensive pre-brief and post-brief, and a smooth operating C-130H (NZ) for the six missions flown.

The hard work on the ground translated into FLTLT Lloyd and his crew achieving mission success. They were awarded the prestigious TOP CAT Award at the completion of the exercise, as well as gaining the award for the best drop score—of 3 yards—by AWO FLTLT Mel Axelrad. The aircrew’s efforts meant 40 Sqn came first of the seven crews participating at JRTC and confirmed our Squadron’s tactical flying standards once again.

40 Sqn’s participation in EX GREEN FLAG / JRTC brought to the fore what combat airlift is all about. Translating training into action at ‘The Home of Combat Airlift’ with real customers, in real time, solidifies the importance of continuous development of the NZDF’s air mobility capability.
Multi-National Exercise

EXERCISE PITCH BLACK

Exercise PITCH BLACK is a multi-national air combat exercise that takes place in Australia’s Northern Territory every two years. This year it was held from 01-22 August and was the RAAF's largest combat air training exercise for 2014. The exercise included personnel and aircraft from the United States, Singapore, Thailand, United Arab Emirates and New Caledonia.

By MAJ Tracey Tibbs, Defence Communications Group

NZAF personnel led the NZ contingent, which comprised 50 personnel and three military working dogs. The trades represented were Force Protection, Aviation Refuellers, Medics, Ground Support Equipment technicians, Chefs (from the NZ Army) Communications specialists, Suppliers (Air Movements Operators), Headquarters staff and other 'augmentees'.

The three week exercise fostered multi-national cooperation, with day and night flying in a complex scenario. It provides the NZDF with an opportunity to practise deployment and integration of ground support personnel into a coalition environment. This month Air Force News looks at the Force Protection role.

FORCE PROTECTION

Teeth, claws, ears, eyes, nose and gait. These are just some of the “signs of health” checks that Dargaville-born Leading Aircraftsman Josiah Hines does at least once a day on his Military Working Dog (MWD) Endor. They are essential in ensuring the dog’s health and safety and confirming he is fit for duty. LAC Hines and MWD Endor are members of No. 209 Squadron’s Force Protection unit.

In Exercise PITCH BLACK, LAC Hines and MWD Endor had a very specific role to play—ensuring the safety and security of personnel and aircraft from seven nations. Working alongside their Australian counterparts, the RNZAF Force Protection specialist and his dog had the role of detecting and deterring anyone trying to interfere with the aircraft and equipment of the multi-national force exercising in the heat of the Australian Northern Territory winter.

The JAS39 Gripen of the RTAF was a new type at PITCH BLACK; the Swedish-built fighter is in front line service in Thailand.
"New Zealand and Australia are the only forces providing Military Working Dogs on the exercise. This is a great opportunity for us to learn from each other and work together. Military Working Dogs are an excellent capability in this environment—the deterrent factor of a German Shepherd is huge. People who see the dogs are less likely to enter areas where the dogs are patrolling," said LAC J D Hines.

He explained the exercise provided a great chance to see how his Australian counterparts train and conduct MWD security operations in a multi-national force operating a variety of aircraft. LAC J D Hines and MWD Endor returned to their Auckland base in late August, when MWD Endor began a period of quarantine.

Aircraftman (AC) Wairakau Greig was also part of the 209 Sqn Force Protection team deployed to Darwin. She grew up in Pakipaki near Hastings, and this was her first time working with the RAAF. She says that the opportunity to participate in Exercise PITCH BLACK has reinforced the benefits of a career in the Air Force.

"Together, New Zealand and Australian force protection personnel are conducting patrolling and static guarding 24/7 to ensure that the aircraft and assets of the participating nations are kept secure and operational throughout the exercise. It has been great to see up close some of the different aircraft that are here and learn about their capabilities. This is why I like being in the Air Force. You get paid to travel and work in some interesting places and you are always learning," she says.

Exercise PITCH BLACK is not AC Greig's first time securing aircraft overseas. In March of this year she accompanied an RNZAF Boeing 757 and C-130 Hercules throughout the South Pacific, providing security for the aircraft at Kiribati, Rarotonga, Samoa and Tuvalu.

AC James McKellow, a former Christ’s College pupil and University of Canterbury graduate, is another in 209 Sqn’s Force Protection unit, who is usually based at Ohakea. PITCH BLACK was AC McKellow’s first overseas exercise and his first time working with the RAAF.

He enjoyed the opportunity to build relationships and compare training, tactics and procedures with his counterparts in the RAAF. The range of AC McKellow’s duties and responsibilities was demanding, and they were carried out during rotating day and night shifts.

"There are hundreds of millions of dollars worth of aircraft and equipment on the base that we are responsible for keeping secure. Being able to work comfortably, as a team, with our Australian colleagues is key in being able to quickly identify and respond to any threats to these assets," AC McKellow said.

More on other Trades in PITCH BLACK next month.

"Together, New Zealand and Australian force protection personnel are conducting patrolling and static guarding 24/7 to ensure that the aircraft and assets of the participating nations are kept secure and operational throughout the exercise."

AC Wairakau Greig on duty.

CPL Carol McCauley, one of the RNZAF refuellers with RSAF F-15s.

CPL Christine Bell (RAAF Security) and AC James McKellow (RNZAF Force Protection) at the end of a 12-hour night shift at Darwin.


CpL Carol McCauley, one of the RNZAF refuellers with RSAF F-15s.
RIMPAC WRAPS UP

Exercise RIMPAC in Hawaii ended on 01 August. The RNZAF detachment comprised a P-3K2 Orion with aircrew, maintainers and mission support personnel, testing the upgraded K2 model in surface and under water surveillance.

Their tasks started with simple exercises and became more complex throughout the flying programme, ending with the air crew and a submarine being given a mission, and each trying to disrupt the other. CPL Daniel Ross-Murphy of No. 5 Sqn explains:

“Our P-3K2 was one of 20 P-3 Orions on the flight line, alongside US, Canadian, Japanese, South Korean and Australian P-3s, making up the Maritime Patrol Aircraft arm of RIMPAC. With simultaneous operations of Humanitarian Aid and Disaster Relief, coastal security, Anti-Submarine Warfare, Anti-Surface Warfare and elements of Electronic Warfare, the exercise area, stretching a hundred miles around the island of Oahu, was alive with activity.

“For our 5 Sqn and 230 Sqn personnel, a typical sortie of 4 hours flying also involved a further 7 hours with extensive briefings of the surrounding real world environment and the “Rimpac islands” a set of simulated areas incorporated in the exercise.”

HMMNZS CANTERBURY, with a Seasprite embarked, was valuable in the HADR phase of the exercise, moving a vehicle and supplies from ship to shore using her landing craft, and embarking USMC and US Army personnel for transit to the big island of Hawaii.

Seven soldiers from 16 Field Regiment undertook Joint Terminal Attack Controller (JTAC) training, where they provided terrain features and coordinates to the pilots of F/A-18s, an AH-1 Cobra attack helicopter and a UH-1 Iroquois gunship, as well as to ground forces, to ensure accurate delivery of bombs, rockets and surface to surface mortars and artillery.

A light infantry platoon from 1RNZIR worked closely with Canadian Army units, conducting urban combat drills, live firing and a non-combatant evacuation operation.

CAPT Garin Golding RNZN, Commander of the New Zealand contingent, said that the more than 250 Kiwis from our Navy, Army and Air Force found the exercise very beneficial.

“Exercise RIMPAC provided not only the opportunity to test and evaluate our capability, but also to confirm our ability to operate alongside our partner nations and build lasting relationships. We demonstrated how our small country can make an important contribution.”

RIMPAC Video
A video overview of NZDF participation in RIMPAC is at https://db.tt/lyDXwveD.
FLIGHT OPERATIONS ON THE USS RONALD REAGAN

By Nicole Munro, Defence Communications Group

The USS RONALD REAGAN (CVN 76) conducted daily flight operations during Ex RIMPAC. The flight ops included daily deliveries of RIMPAC media people and distinguished visitors to the carrier, via the C-2 Greyhound Carrier Onboard Delivery (COD) aircraft.

When it came time for the NZDF team to visit, the extensive pre-flight briefing was detailed. The all-important guidance was how to strap ourselves in, to minimise the damage of going from 120 knots (220kms/hr) to zero in three seconds as the aircraft catches the arrestor wires.

The C-2 is powered by two of the familiar T56 turboprop engines, and unlike our C-130s, has less head room, no windows and no daylight. We were given 15 seconds’ warning of landing...

The sensation was like a punch in the stomach—all the air was forced out of my lungs!


The flight deck averages 100 take offs and landings per day, with 25 – 30 aircraft airborne at any one time. Standing in the middle of the flight deck, with aircraft being catapulted off in front of and behind us, we witnessed the speed, efficiency and awesome power first hand.

Lt Keating said the logistics of operating this many aircraft was one of the biggest challenges on board. “We have to keep track of what’s up, what’s down, and the maintenance cycle. Every aircraft that flies is checked upon landing. And of course parking is a constant challenge.”

The personnel on the flight deck have an average age of 20 and work from 1000 – 2400 every day. The ship’s Safety Officers provide them with food and water to keep them going but they rarely have a break.

Aircraft recovery may be delayed by seas of over 12 feet (3.5m). Lt Keating explained that is the Captain’s call. “Usually a sea state of 10 feet or more heads into the question mark territory; 15 – 20 feet is probably a ‘no fly’. More than 20 feet is a hard ‘no’.”

Thirty knots must be created for flight operations to go ahead, and LT Keating was coy about revealing the ship’s maximum speed, stating only that it was more than 30 knots, from two 550 megawatt nuclear reactors.

The cable that catches the aircraft is replaced every 125 ‘hits’, and can be changed in less than two minutes. In the briefing room, which was disconcertingly located directly under the flight deck and Number Two wire [there a four arrestor wires] we witnessed on the screen an E-2 Hawkeye twice miss the landing, known as a ‘bolter’.

There the visitors to the REAGAN watched the safety video for our departure. The steam catapult is capable of firing each aircraft off at 130 – 155 knots. With the COD at capacity, we would feel its full force; we would reach 130 knots in three seconds, and feel a brief moment of weightlessness after we left the catapult and before the propellers’ thrust took over.

With arms crossed and chins on our chest, we waited for the ‘cat shot’. It hurled the chubby C-2 (which resembles nothing like its Greyhound namesake) into the air and we headed to Joint Base Pearl Harbor-Hickam.
POLICE ARMED OFFENDERS SQUAD MARKS 50TH ANNIVERSARY

Helicopters and crews from Ohakea assisted the Police Armed Offenders Squad to celebrate their 50th Anniversary on 09 August, at the Royal New Zealand Police College in Porirua.

No 3 Squadron sent an Iroquois which conducted a number of flying demonstrations, including a fast roping descent from the hovering aircraft by members of the Squad.

HTU sent an NH90, which is undergoing its Introduction to Service and is being steadily cleared for various taskings. In due course the NH90 will replace the Iroquois for front line support of the Police. Earlier this year an NH90 was tasked with assisting police for some of their cannabis harvest recovery operations.

AIR-SEA COOPERATION

During Exercise PEKA PEKA in the Auckland area during mid-August, an Iroquois of No. 3 Sqn worked with the Offshore Patrol Vessel HMNZS OTAGO, to exercise the ship’s company in winching. The Iroquois with its long rotor blades cannot land on an OPV, but instead hovers over the ship, keeping pace as the ship heads into the wind, while the winching is carried out. Of note the flight deck crewman with the long pole is grounding the winch wire to the ship, to prevent the sudden discharge of static electricity.
**FIRST TWO T-6C TEXANS ARRIVE**

The first two T-6C Texan IIs arrived in New Zealand, landing at Whenuapai before being formally welcomed at Ohakea on 22 August. The aircraft are still owned by Beechcraft, being delivered to New Zealand to allow training of Safe Air staff, who are contracted by Beechcraft to provide maintenance support to the new aircraft.

A formal handover of the first batch of Texan IIs to the RNZAF is planned for 31 October; until then the new aircraft remain in Beechcraft ownership while the contracted technicians are trained. Meanwhile the conversion training of the first RNZAF pilots is taking place in Wichita, Kansas.
Vale

AIR MARSHAL
SIR RICHARD BOLT
KBE, CB, DFC, AFC,
PATH FINDER FORCE

FLTTLT Dave Timbs, the insignia bearer, places Sir Richard’s decorations and awards on to the casket at the start of the service. OIC Bearer Party SGNLDR Murray Simons is at right; the six bearers for Sir Richard were W/O’s Warren Tindall, Mark Harwood, Tony Johnstone, Cedge Blundell, Campbell Thomson and Gregory Barnett.
Air Marshal Sir Richard Bolt passed away on 27 July 2014, aged 91. The son of pioneer aviator George Bolt, Richard was born in Auckland and educated at Nelson College. With Richard’s father as Chief Engineer of Tasman Empire Airways Ltd, young Richard went to work as an apprentice. In a 2013 interview he said:

“I learned to get my hands dirty on engines and in aircraft before I was old enough to join up; I swept hangar floors and cleaned bilges in the flying boats."

In 1942 he joined the RNZAF and trained as a pilot. His aptitude was recognised and after gaining his Wings in March 1943 he was posted as an Instructor.

“I came top of my course then was sent onto the Instructors’ Course and became an instructor. But I was itching to do other than teach men to fly Tiger Moths. So I wrote a formal letter to my superiors, and was summoned to an interview with the Deputy Chief of Air Staff.”

As a result he was posted to England, where he “opted for Bomber Command”. His first operational posting was to No.51 Sqn, flying Halifaxes; he was just 21.

“Like almost all Bomber Command aircrew we had our share of incidents: near misses, a few moments of terror, night fighter attacks, and more flak. We were lucky to be among the 56% who survived it all, rather than the unlucky 44%. Even at that late stage of the war the German defences were still very good; they defended stubbornly and we were still losing people heavily.

“The Pathfinder Force was seeking volunteers and after consulting with my crew we decided to apply and were accepted. Conversion to the Lancaster took just four days and then it was on No.35 Sqn where we got to grips with marking the aiming points in enemy territory.”

One special mission he was selected for, took place a month before Germany surrendered—a low-level mission by night with just two aircraft to drop medical supplies precisely into a Prisoner of War camp, where the Red Cross had reported there was an

Air Marshal Sir Richard Bolt was laid to rest with full military honours at St Paul’s Cathedral on Friday 01 August. Borne on the shoulders of six RNZAF Warrant Officers, Sir Richard’s casket was marched in to the cathedral to be the focus a moving service attended by family, friends, the representative of the Governor-General, MPs representing the Government, Air Force and Defence Force colleagues, ATC cadets and RNZAF servicemen and women of all ranks.

The RNZAF Band provided the musical accompaniment, with the highlight being a beautiful setting of The Lord’s Prayer, with a flute solo.

Sir Richard’s daughter and grandchildren spoke of his life from the family’s perspective, before AVM Peter Adamson (CAS 1988–92) gave a comprehensive eulogy.

With the service complete, the Warrant Officers again shouldered our warrior, father-figure and life-long supporter, and the RNZAF Piper SGT Murray Mansfield played him out to the stirring sound of Highland Cathedral.

Outside, the Last Post was sounded, the RNZAF Firing Party fired three volleys, then the NZDF Guard escorted the hearse to HQNZDF. There a 40 Sqn Hercules flew past in a salute their former CO, before Sir Richard’s family took him for his final committal.

On a sombre Wellington afternoon our Air Force and the NZDF had said farewell to one of our great leaders.
epidemic amongst the Allied prisoners. He was modest about his war experiences, but he was particularly proud of this mission.

FLTLT Richard Bolt was awarded the DFC in September 1945, recognising his ‘utmost fortitude, courage and devotion to duty.’ In 2013 the Bomber Command Clasp was authorised for wear by Bomber Command veterans. Sir Richard, a long-time member of the Bomber Command Association, was characteristically blunt:

“This recognition by the British Government is of course more than 60 years too late but will bring some satisfaction for the thinning ranks of veterans who have waited so long. I don’t personally like the form of the Clasp very much, but a recognition it is, and for the memories it evokes I will wear it with pride.”

Richard returned to New Zealand in 1946 and began a peace-time career in the RNZAF. At Ohakea, “we flew everything in sight, including the RNZAF’s sole Meteor jet fighter.” The next year he ferried a Mosquito out to New Zealand [one of 80 delivered to the post-war RNZAF]. But his career was set back when he fell ill with TB.

“That illness interfered with my flying but after numerous staff duties and with some determination, I regained full flying fitness and was appointed to command No. 40 Squadron in 1954.”

The Squadron was equipped with the new Hastings transports and flew them world-wide. From there, Richard was appointed to command No. 24 (Commonwealth) Squadron RAF, in England. The Commonwealth Squadron was formed by agreement among the Commonwealth nations with inter-linked defence policies to retain some of the spirit of the wartime multi-national RAF.

SqnLdr Bolt was CO from September 1955 – February 1957.

“Alltogether quite a challenge for a callow young Squadron Leader from down under! I decided the only course was to get into everything in person, which I did—a lot of flying but a great experience. Our efforts were recognised with the Berlin Gold Cup—the most efficient squadron in the command.”

Back in New Zealand Richard undertook a range of duties before being sent to Canberra as the Air Adviser in our High Commission. The RAAF had just re-equipped with Hercules and Iroquois helicopters; by developing good relations at the top levels of the RAAF, Richard was able to provide timely and relevant information as the RNZAF’s plan to re-equip with the same types was taken to government.

“The RNZAF gave me a very lucky and satisfying career and the very high quality personnel of today’s RNZAF, men and women—they will always have my support.”

Later, in their retirement years, AM Bolt enjoyed a close friendship with the former Chief of Air Staff from that time, AVM Ian Morrison.

When he was appointed as CAS (1974 – 1976) Richard had a clear view of his role.

“My main tasks were to get out in the field and speak with as many RNZAF personnel at all levels as I could, to ensure that everyone would know what we were aiming to do and why.”

Despite his high rank, Richard had the confidence and common touch to talk easily at all levels. “I had been air crew and could talk to current aircrew; I had been to staff college, worked on a staff and could relate to staff officers; and I could talk to the lowliest ground crew—I had swept hangar floors as a TEAL apprentice.”

One achievement as CAS was to initiate the Andover purchase. SqnLdr Paul Harrison recalls it was the result of a dinner between Richard and the Chief of the Royal Air Force in 1976. They discussed their air forces’ respective futures. Sir Richard recounted:

“I happened to mention that the Bristol Freighters and Dakotas needed to be replaced… [The RAF Chief] told me that the RAF Andover fleet had been retired and did we want some? The end result was that for little over NZ$1 million each we got a fleet of ten Andovers and spares. A great bargain I thought.”

In 1976 Richard was appointed Chief of Defence Staff (1976 – 1980). He was selected with the aim of improving what, at the time, were unhappy inter-Service relations.

“My appointment as CDS was an opportunity to deal with a much wider challenge. My first need was to get myself fully aware of the needs and hopes of the Army and Navy. I was fortunate with my Chiefs of Staff and we were a well-knit team.”

“Vale”
"I saw that the most useful role I could fulfill would be in the development of relationships with our traditional friends, with SE Asian nations, the Pacific Island states and [the nations] who had not always been on our side.

"With Prime Minister Muldoon’s approval I was able to make the first official defence visits to Indonesia and Germany, and to accept a formal visit from my opposite number in Japan."

Working directly to Prime Minister Sir Robert Muldoon presented its own challenges.

"Muldoon was initially formidable but I stood up to him early; this ensured we had a working relationship and he knew he had to listen to me. Muldoon decided he wanted the 1978 Defence White Paper quickly. ‘How long will it take you to write it?’ he asked; I said, ‘One week’. And Dennis McLean and I proceeded to write it. Not only was it approved but we achieved an increase in the overall defence budget!"

Sir Richard was knighted in 1979, reflecting the government’s approval of his distinguished service as Chief of Defence Staff.

In retirement he became active in support of RNZAF affairs and made an important contribution as a specialist adviser into the structure and performance of what was then the Civil Aviation Division of the Ministry of Transport in the wake of the Air New Zealand DC-10 tragedy on Mt Erebus (November 1979).

After the 1984 Labour Government was elected and began to overturn existing defence policy, Sir Richard was willing to speak out.

"After the ANZUS rift I took on Prime Minister [David] Lange in the letters column of the NZ Herald. I said it was an aberration; that New Zealand had tried to become the conscientious objector of the western nations. It was a period when our news media were leading public opinion and portrayed it [the anti-nuclear policy] as New Zealand leading the world, which was nonsense. In fact, no nation followed our lead."

Sadly few remember the facts cited in support of ANZUS, but many recall David Lange’s (inaccurate) jibe of ‘geriatric generals’. Sir Richard remained forceful on the subject of defence policy; just a year ago he said:

"We live in an unstable and unpredictable world. It is an open question whether others see us as regarding defence and security as a lower priority than almost every other nation in the Asia-Pacific region."

During his retirement Sir Richard maintained close ties with the Air Force, as a member of the Bomber Command Association, the Brevet Club and the Air Force Association. He was a driving force behind the Air Force Museum of New Zealand and a strong supporter of the ATC.

Aviation historian Brian Lockstone comments that “Sir Richard was a man of modest demeanour. Yet the moment you talked with him you were keenly aware that you were in the presence of an extraordinary character. He had that remarkable facility to engage with anyone who showed genuine interest in RNZAF and aviation affairs.

"In later life, he became the respected patron of the Aviation Historical Society of New Zealand. He was a keen student of history, given that his father George Bolt, played a significant role in the development of New Zealand aviation."

Sir Richard’s deep love remained the Air Force:

“The RNZAF gave me a very lucky and satisfying career and the very high quality personnel of today’s RNZAF, men and women—they will always have my support.”

In the last two years he was instrumental within the Bomber Command Association for getting a new trophy designed, cast and presented to the RNZAF in memory of the wartime aircrew. The new trophy is now competed for annually by the operational squadrons.

With thanks to Brian Lockstone and SGNLDR Paul Harrison (Rtd). See also AFNews 151 September 2013 for Sir Richard’s thoughts on leadership.
The RNZAF was represented in the Guard for the Unknown Warrior at the National War memorial, for the dawn wreath laying to mark the centenary of the start of WWI on 04 August.

The Japanese CDF, GEN Iwasaki, visited New Zealand; here he is inspecting the tri-Service Guard of Honour on 11 August. The Guard Commander is FLTLT Chris Hall; the Air contingent commander at left is PLT OFF Flynn Cribb.

The RNZAF squad at the National Cross Country championships in Taupo, on 5 July.

AC Nicholas Stafford was one of the flag attendants at the commemoration at Parliament of the centenary of the start of WWI.

Newly promoted WGCDR Jennifer Atkinson was promoted on 30 July. Here she is with her sister Linda and father Maurice.

The Governor-General honoured the NZ Cadet Forces with a formal dinner for unit commanders at Government House on 15 August. With the ATC being the largest of the three cadet arms, Air Force uniforms were dominant on the night.
On 28 July the new Air New Zealand B787 landed at Ohakea as part of its introduction to service. Ohakea is the designated alternative airfield for civil airliners. Here the Ohakea Fire Flight meet the cabin crew.

The Directorate of Continued Airworthiness Management at Base Auckland held various fundraising events linked to the 2014 FIFA World Cup competition. They raised $200.00 for the Missing Wingman Trust. Here F/S Martin Elford from the Avionics Technical Support Cell, hands over the donation to GPCAPT Tim Walshe, OC 485 Wing and a staunch advocate of the Missing Wingman Trust.

Two Air Force trainees from Woodbourne had parts in a zombie film ‘Outer Darkness’. Seen in their film make up are AC’s Harry Averill and Cam Coutts.

International Air Cadets came to New Zealand for a two week visit in July, that had them meet ATC cadets and visit RNZAF bases throughout the country. Here they are at HTU, viewing an A109 helicopter.

SQNLDR Tim Scott, pictured here with his partner Kini Piper and son Joshua, who was awarded the Clasp to his Armed Forces Award by the Commander Logistics, BRIG Charles Lott. The clasp recognises 30 years of exemplary service.
On 01 July, GPCAPT Pete Griffin took over as Chief Engineer (CENG) and Technical Airworthiness Authority (TAA) for the RNZAF, from GPCAPT Ian Mower (who has moved on to Capability Branch).

“I’m really lucky that GPCAPT Mower has handed me a well-run ship that is achieving great things on numerous fronts with relatively few people. The last few years have seen an unprecedented level of change, improvements, and activity and our Engineers and Technicians have been integral, and in many cases pivotal, to the success stories we see throughout the RNZAF,” GPCAPT Griffin says.

GPCAPT Griffin was born in Northland (Paparoa, near Mungatatoro) but grew up in Hamilton and attended Hamilton Boys’ High School. He still feels an affinity to the Waikato.

“However, 38 years of moving around on postings makes me a nomad! Currently I have a house in Auckland and two of my three adult children are there too. The other is in London. Incidentally all three children chose independently to join the RNZAF, which makes me feel good that the career and lifestyle of our Air Force was attractive to them too.”

[Mathew joined as a Medic, but recently headed off to London on his OE. Scott is a FLTLT Engineer having gained a BENG(Mech) from Auckland University and a Masters in Aerospace Vehicle Design from Cranfield University. My youngest—Tracy—joined as an Aircraft Technician but is now a Vet Nurse.]

GPCAPT Griffin joined the Air Force in 1976 as an Airman Cadet and signed up to the NZCE scheme as a Certificate of Engineering Trainee.

“I had joined the RNZAF from school, with no aviation or military connections. The main attraction was to get a trade under my belt with a commitment of only four years. Here I am 38 years later still having an absolute ball! My career is a bit of a mixi-blob of technician, sea time, engineering, logistics, policy, command, directing staff, squadron and representative roles. I find it hard to flag any one or two posts as highlights as every posting comes with new challenges, excitement, and great people to work with.”

He gained his NZCE(Aero) and completed his advanced trade training and passed his promotion courses, reaching the rank of Sergeant in 1983. That year he posted to HMNZS SOUTHLAND to maintain the Wasp helicopter. SOUTHLAND was commissioned in the UK, which meant 9 months away when his wife Silena (herself ex-Air Force) was at home with a 3-month old.

GPCAPT Griffin was offered a commission in 1985 and subsequently studied at RAF Cranwell, in England, completing a number of specialist courses there. Some postings of note are:


He recalls attending exercises in Singapore and helping host the 1996 Fincastle ASW competition at Whenuapai.

“In 2000 I attended the Command and Staff Course (which was re-badged as NZDF Command and Staff College) and remained on as a Directing Staff member. After my Senior staff course I went on to complete my MPhil (Defence and Strategic Studies) in my own time.”

He was posted as the Senior Technical Officer and Assistant Air Attaché in Washington DC 2007-2010, which he says “Was a completely different experience and again, supremely enjoyable.”

“The Engineer Branch is fortunate to be made up of a unique bunch of guys and gals who whilst good naturedly batting aside the jibes simply roll their sleeves up and get on with business. It is our Air Force’s ability to gain strength and ability—a force multiplier—through comradeship and working together at all levels. I will strive to continue to foster that.

“I try for ‘management and leadership by walk-around’—to get some time out amongst you all—technicians, engineers, loggies and operators—to ensure I am in tune with what’s going on and get some ground truth. I am fortunate to have a really capable bunch of senior engineers whom I rely on to ensure we (both up and down) are fully informed of what and where the issues are.

“We all recognise we will probably never have the numbers of people, money or resources that we think we should have, but we can make a fist of whatever challenge is presented, while sticking to our core principles of professionalism, good humour, airworthiness, good humour, teamwork, good humour, integrity and a little bit more good humour.”

GPCAPT Pete Griffin (centre) with his wife Silena (l) and CAF (r).
Our Air Force Community

A NEW LEADER AT VANZ’S HELM

By Judith Martin, Defence Communications Group

Veterans’ Affairs New Zealand’s new General Manager wants to widen the understanding of who veterans are—and to ensure they feel appreciated for their service. Jacki Couchman has been with Veterans’ Affairs New Zealand (VANZ) since May 2014. She is responsible for implementing new legislation which will modernise the War Pensions Act 1954 to make it more relevant for today’s veterans—who include serving personnel.

It is the implementation of that new legislation which has prompted the organisation to challenge the way New Zealanders, including members of the NZDF, think of veterans. “It surprises people to learn that New Zealand veterans can be aged from 19 to more than a hundred years old. That you can be currently serving and be a veteran and you can be working as a civilian and be a veteran,”

It is important, she says, that younger veterans and serving personnel are aware of VANZ and what it does because, while they may feel it is irrelevant to them now, that situation could change at any time. From conflict in Bosnia to Bougainville, Afghanistan to Sudan, the past two decades have been the busiest in the NZDF’s history. An operational tempo as high as it has been brings with it a slew of veterans, many of whom are still serving and a good number of whom are now civilians.

The new legislation which is currently being considered by Parliament will see the introduction of new types of entitlements and support for veterans. It will give VANZ the ability to introduce more health, social and vocational rehabilitation for current and former servicemen and women.

“In the future we will be able to support veterans to train for another career if that’s in their best interests. This recognises that it is not all about just the health of the veteran but about their career, their family and their general well-being. VANZ will work with the other groups within the NZDF which support the health and wellbeing of servicepeople and their families.”

Ms Couchman is meeting as many veterans as she can, both serving and civilian, to spread the message. “My priorities for VANZ are that we appreciate and thank our veterans for their service. That we ensure veterans and their families get the right support. And that we recognise and understand the way our population of veterans is changing.”

Ms Couchman says she has been impressed with the care and support the VANZ team provides to veterans. “They are devoted to what they do, and do their very best for our veterans and their families, and that’s inspiring. This job is all about recognising and supporting extraordinary New Zealanders and their families. I’m really enjoying the new role and being part of the NZDF.”

Jacki Couchman is a former lawyer with an MBA and extensive experience with change and modernisation in government agencies. Her sister and brother-in-law served with the Australian Army and her six-year-old son says he wants to join the Army too!

VANZ

Veterans’ Affairs New Zealand provides veterans and their families with professional services that recognise veterans’ service to the nation, their sacrifices, their diversity, and their individual needs. VANZ ensures veterans are able to access the services they need to support them in their everyday lives. It administers, manages and processes a range of statutory entitlements, delivers a range of services to individual veterans and their families, and advises the government on veterans’ issues. It also provides opportunities for veterans to have their service acknowledged and recognised.
Our Heritage

WWII veterans from the RNZAF and RNZN were the focus of the official NZDF contingent who attended this year’s French-hosted 70th anniversary commemorations of the Normandy landings. Lisé Hutcheon from Defence Communications Group was there...

The sound of the Spitfires flying overhead at Normandy made veteran Spitfire pilot, Des Laurie, relive his time flying these wonderful machines. “That sound. You never forget the sound of their engine. I want to be flying one now,” commented Des.

Des was with his fellow D-Day veterans watching the re-enactment of the D-Day parachute jump into the wheat fields of Héouvillette, inland from the now-famous landing beaches. He, along with fellow airmen Hugh Findlater and Allan Davis, and six RNZN veterans, all aged between 89 and 97, were the Kiwi ex-servicemen selected to attend the 70th anniversary of D-Day in Normandy to represent New Zealand’s wartime contribution.

The emotions stirred by those wartime memories were shared by today’s servicemen and women. FLTLT Nathan Barrack, who flew the RNZAF B757 to France, commented after the mission:

“Visiting the Normandy landing sites and the US and Commonwealth memorial cemeteries, was very moving. Being there at the same time as those who were there during the invasion was even more so. The vivid and often colourful stories from the veterans made it easier to fathom what it must have been like for those brave servicemen. Seeing the extent of their sacrifice symbolised by headstones in the massive, immaculately kept grounds was something I will never forget. We will remember them.”
During the visit to France the veterans attended many planned official engagements and had the opportunity to visit the landing beaches. A highpoint for the veterans came at the Commemorative Service in the Commonwealth War Graves Commission Cemetery at Bayeux where they had private time and an opportunity to shake hands with Queen Elizabeth and Prince Phillip.

Allan Davis from Amberley was invited to be in the receiving line at the official international event at Sword Beach. Here he got to speak to and shake hands with the President of the United States, the President of the French Republic and many other international dignitaries.

But of special significance to the veterans was the private New Zealand ceremony held at the Bayeux Cemetery. Des Laurie, with our Governor-General LTGEN the Rt Hon Sir Jerry Mateparae, laid a wreath on behalf of New Zealand. The delegation then visited the New Zealand graves, laying roses, poppies and flags.

PLTOFF Gordon Brewer, 487(NZ) Sqn; 12 June 1943
W/O Donald Secord, 487(NZ) Sqn; 12 June 1943
FLTSGT Robert Edmonds, 487(NZ) Sqn; 12 June 1943
FLT LT James Shearer, 576 Sqn RAF; 7 May 1944
PLTOFF Lester Bonisch, 75(NZ) Sqn; 11 June 1944
FLTSGT John M T McKenzie, 75(NZ) Sqn; 11 June 1944
FLTSGT James Miller, 75(NZ) Sqn; 11 June 1944
Note: These three were in the crew of Lancaster ME702 AA-Q; three British crewmen also died.
O/SEA Dennis Nunn, HMS ISIS; 20 July 1944
Note: 10 New Zealanders died when HMS ISIS was mined off the Normandy beaches with heavy loss of life. All of ISIS’ casualties are remembered in Portsmouth Cathedral and at Aromanches.

New Zealand’s wartime policy was to provide manpower to the Royal Navy and aircrew for Royal Air Force, and the volunteers were selected and trained by the RNZN or RNZAF. New Zealanders serving with the RN and RAF in Britain were involved in the build-up to the invasion, the landings and the subsequent campaign. Bayeux was the first French town of importance to be liberated.

Today, Bayeux War Cemetery is the largest Commonwealth cemetery of WWI in France. It contains 4,144 Commonwealth graves along with over 500 war graves of other nationalities, the majority German. The Bayeux Memorial bears the names of more than 1,800 men who died in the campaign and have no known grave.

Des Laurie was in England in 1943-44 and assigned as a staff pilot on a tactical exercise unit providing practice for Spitfire pilots. Soon after the Normandy landings Des was on his way to Burma, where he flew Spitfires with 17 Sqn RAF.

Hugh Findlater trained in New Zealand and Canada then was posted to No. 180 Sqn RAF in No 2 Group, flying B-25 Mitchells, attacking targets in France and Belgium in the lead-up to D-Day. After completing a tour on the light bombers, he was ‘rested’ with a posting to 83 Group Communications squadron, which after the invasion was based in Normandy, where he flew senior Army officers between the various HQs.

Allan Davis joined No 75(NZ) Sqn in 1944 and flew a series of operations in Lancasters, bombing railway yards and other communications targets to isolate the Normandy battlefields from German reinforcements.
On 3 and 4 September 1944, the vanguard of the British 21st Army Group liberated Brussels and Antwerp, Belgium, after a 200-kilometre dash from the Seine River following the collapse of the German Army in France. Against a German foe considered all but beaten, victory in Europe by Christmas seemed to be within easy reach.

Field Marshal Montgomery, commanding the 21st Army Group in northern France and Belgium, proposed a coup de main thrust through Holland, north of the Siegfried Line and the Ruhr industrial complex. His strategic objective was to gain a clear run for his 21st Army Group across the north German plain to Berlin.

Meanwhile LtGen Louis Brereton, commanding the 1st Allied Airborne Army had been looking for action for his troops, following the airborne divisions’ successful role in Normandy on 6 June. They commenced planning for an airborne operation into Holland, Operation COMET, to begin on 9 September. COMET was the 15th airborne operation to be planned since the D-Day landings; the previous 14 had each been overtaken because the advancing Allied ground forces overran the potential airborne objectives so quickly. COMET too was cancelled, but from it arose the breathtakingly ambitious and bravely-fought Operation MARKET GARDEN.

At the operational level, the plan for MARKET GARDEN was for three divisions of the 1st Allied Airborne Army to capture bridges over the rivers that cut across Holland. Capturing the bridges near Eindhoven, at Nijmegen and at Arnhem, would facilitate the breakout of XXX British Corps of 2nd British Army along a 64-mile ‘carpet’ of American, British and Polish airborne troops from the Dutch border to the Rhine (at Arnhem).

Meanwhile both Bomber Command and the US 8th Air Force assigned heavy bombers to attack Luftwaffe airfields in Holland. Airpower, inherently, is critical for airborne operations: not only the transports which deliver the airborne troops to their targets and resupply them, but also reconnaissance aircraft to identify suitable landing zones and detect threats; bombers to shape the battlefield; fighter-bombers for close air support for the troops on the ground; and fighters to protect the other aircraft from interference by the enemy.

MARKET GARDEN began on 17 September 1944. The US 101st Airborne Division successfully captured the bridges between Eindhoven and Grave and the 82nd Airborne Division captured the bridge at Nijmegen. But at Arnhem the British 1st Airborne Division, supported by the Polish Independent Airborne Brigade took, but failed to hold, the ‘bridge too far’.

Success depended upon the rapid link-up of the lightly equipped airborne forces with the advance elements of XXX Corps, in just three days. Despite its best efforts, XXX Corps’ advance along...
**THE ALLIED AIR OPERATION: 16–26 SEPTEMBER**

<table>
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<th>Task</th>
<th>Sorties</th>
<th>Aircraft lost</th>
<th>Crew lost</th>
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<td>Transport—paratroops, supplies and glider tows</td>
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<td>153</td>
<td>656*</td>
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<tr>
<td>Fighter cover and close support</td>
<td>9794</td>
<td>104</td>
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<td><strong>Totals</strong></td>
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<td>261</td>
<td>810*</td>
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*Includes 152 RASC air despatchers

**DISTINGUISHED FLYING CROSS**

FGOFF Larry Siegert, a pilot with 190 Squadron RAF, was awarded the DFC for his actions on 21 September while flying Stirling LJ876. His crew comprised two RAAF, one other New Zealander (WO W. J. Thompson) two 2 RAF personnel and two Air Dispatchers. His aircraft was attacked by two FW190s after being hit by flak over the DZ at Arnhem; his rear gunner shot one down (and was awarded the DFM) and FGOFF Siegert successfully evaded the other.

He ended his post-war career in the RNZAF as AVM Siegert, Chief of Air Staff (1976–1979).

**NEW ZEALANDERS WITH THE RAF KILLED IN ACTION DURING MARKET GARDEN**

FGOFF Brian Bebarfield*, 190 Squadron (Stirling; Captain)
PLTOFF Malcolm Yarwood**, 190 Squadron (Navigator)
PLTOFF Neil Couper, 295 Squadron (Stirling)
WO Barry Brierley#, 190 Squadron (Navigator)
WO Don Mathewson#, 190 Squadron (Navigator)
FGOFF R W Brown, 29 Sqn (Mosquito)

* and # indicates same crew

**MARKET GARDEN: ORBAT**

I British Airborne Corps
1st Airborne Division
1st Polish Independent Airborne Brigade
XVIII US Airborne Corps
82nd Airborne Division ‘All American’
101st Airborne Division ‘Screaming Eagles’
IX Troop Carrier Command USAAF
50th Troop Carrier Wing USAF (All C-47)
52nd Troop Carrier Wing USAF
53rd Troop Carrier Wing USAF
38 Group RAF**
Stirling and Albemarle transports / glider tugs
46 Group RAF**
Dakotas

* Under operational command of 1st Allied Airborne Army

**SQNLDR Nash is an NZDF Teaching Fellow at the Centre for Defence and Security Studies at Massey University.
FROM THE EDITOR

This is my last issue as Editor of Air Force News; my stint in the editorial chair began with Issue 128 August 2011. Prior to that I edited Navy Today from 2001–2011, after serving as a naval officer—I am now retiring after 46 years in the NZDF.

My three years within the Air Force family have been a delight; I was made very welcome, I was able to assist with, and enjoy, the 75th Anniversary Air Show, and I have met inspirational Air Force people and families up and down the country.

Thank you to all the contributors (it is pleasing to have a consistent ‘bow wave’ of articles to choose from), to our Photographers (service and civilian) for your excellent work, to the designers I have worked with, to the tremendous team at the Air Force Museum, and to our Air Force’s senior leaders—who have been so supportive of Air Force News, along with supporting all the digital channels we now use for public communications.

And thank you to all our readers; it is you Air Force News is for and our surveys have consistently shown that you really value our magazine.

OUR MUSEUM AWARD FINALIST

The Air Force Museum was named as one of three finalists in the Tourism and Hospitality category of the Champion Canterbury business awards. These are the largest and most prestigious awards of their type in the country—reaching the finals recognises the value of the Museum’s work in helping re-introduce conference and event tourism back to Christchurch.

Congratulations to Thérèse Angelo and her team of 22 for reaching the finals, an achievement which reflects their community mindedness and the Museum’s representational role for the RNZAF. The winner is to be announced on 17 September.

INVICTUS GAMES THE NZDF TEAM

The Invictus Games are being held in London 10-14 September; results will be reported in the October issue of AF News.

The NZDF team for the Invictus Games totals 30 people, comprising 12 competitors, each with partner/family member, NZDF medical support personnel and management.

Our competitors are:

RNZAF:
- Mr David Sherriff (ex- Air Force and now NZDF civilian, Auckland)
- LTCOL & former WGCDR Bill Blaikie (rtd)

Navy:
- CPOMED Amy Baynes
- POSCS Tana Pungatara
- A/POEWS Karl Shearsby

Army:
- CAPT Aaron Soppet
- SGT David (Johnny) Duncan
- CPL Peter Mason-Smith
- CPL Jason Sturley
- CPL Kelly Whittle
- LCPL Connor McLellan
- PTE Dion Taka

Air Force News wishes our team every success!
DEFENCE DRIVER TRAINING SCHOOL (NZ)

It has never been easier to get ‘driver qualified’, with one location as the point of contact for Army, Navy and Air Force personnel. The Defence Driver Training School (New Zealand) [DDTS (NZ)] was officially opened by VCDF at Linton Military Camp in July last year.

VEHICLE LICENCE TRAINING AND TESTING

A contract for the delivery of vehicle licence training and testing was recently signed between NZDF and PassRite Driving Academy. This contract covers the delivery of all NZDF practical driver licence training and testing and PassRite is now the only NZDF-approved provider for such training.

All requirements for Navy, Army, and RNZAF driver licence training and testing are to be submitted through DDTS (NZ) by contacting the DDTS (NZ) Licence Administrator, and outlining your requirements, location and timings, etc.

Ph: 06 369 7432
DIXS: @DDTS.Licence Admin

Effectively this contract provides for a door-to-door service; for example a Unit makes a booking for Class One restricted training through DDTS (NZ), the booking will be confirmed and a PassRite driving instructor will uplift the individual for training and return them on completion of the training session.

DDTS (NZ) funds the costs of this training on behalf of NZDF, and therefore the requirements and eligibility of NZDF personnel to undertake this training at public expense remains as in DFO 36, Vol 2, but if there is any doubt, please contact DDTS (NZ) to seek clarification.

Since its opening, the School has developed a model for delivering Basic Level of Operational Capability (BLOC) vehicle operator training, for common ‘B’ vehicles in the NZDF. This removes BLOC common vehicle operator training (familiarisation courses) from Units, to allow them to focus on Directed Level of Operational Capability training. DDTS (NZ) delivers the following:

- Vehicle familiarisation courses—motorcycle, Light 4WD (includes non-military 4WD and Pinzgauer) Unimog and MB222/41.
- All Arms Driving Instructor and Testing Officer courses,
- Vehicle licence endorsements such as dangerous goods.

DDTS (NZ) has a variety of B vehicle familiarisation courses plotted on the Army Synchronisation Matrix and on the New Zealand Defence College website.

Attendance or eligibility is covered by DFO 36, Vol 2 and nomination procedures are the same as for any other NZDF course.

Specialist vehicles, including semi-trailers and engineer plant, remain under the control of their centre of excellence.

OBJECT OF THE MONTH

By Michelle Sim, Archives Technician

1985/067—British Paradummy—‘Rupert’

Hessian paradummy or ‘Rupert’, complete with silk parachute. Ruperts were man-shaped sacks approximately 3 feet (0.9m) tall, stuffed with sand or straw and attached to silk parachutes. They were used by British forces as paratroop decoys during the invasion of Normandy, as famously shown in the 1962 movie, The Longest Day.

During the night of 5/6 June 1944, in a mission codenamed ‘Operation Titanic’, approximately 500 Ruperts were dropped from RAF Stirling, Halifax and Hudson aircraft over four separate landing zones. The plan was to deceive the Germans about the airborne invasion that was underway that same night, diverting them from the actual paratroop drop zones near the Normandy beaches.

Despite being half the size of a man, the Ruperts would have appeared life-like to anyone looking up from the ground on a dark night. To maintain the deception, the Ruperts were designed to ignite when they hit the ground, thereby incinerating the dummy and destroying the evidence, while also letting off ‘cracks’ to simulate rifle fire. In addition, 10 British SAS troops parachuted in with the dummies to play recordings of battle sounds and make small attacks on German troops to enhance the sense of realism.

Operation Titanic was successful in drawing German forces away from the real invasion site at the Normandy beaches, and consequently, is credited with reducing Allied casualties on D-Day. Few original D-Day Ruperts survive, because they were designed to self-destruct on landing. This example was one of a number of unused (and inert) Ruperts discovered in crates at a British airfield in the 1980s, and was subsequently gifted to the RNZAF Museum.
LESSONS FROM THE RECENT PAST

The Falklands Campaign of 1982 remains a valuable model for all practitioners of joint amphibious warfare. The latest book solves a long-standing mystery from the campaign, but two other recent personal memoirs are valuable for their leadership lessons.

EXOCET FALKLANDS
—THE UNTOLD STORY OF SPECIAL FORCES OPERATIONS

Ewan Southby-Tailyour; Pen and Sword Military, UK. 2014

During the Falklands campaign (April–June 1982) a burned-out British Sea King helicopter was discovered in Southern Chile; the British didn’t elaborate at the time and the incident remained a mystery in most accounts of the war.

It was widely assumed that the British had inserted an SAS patrol in Argentina to go after the Exocet missiles and Super Etendard jets of the Argentine Navy—the missiles were the biggest threat to the Royal Navy. But nothing more was heard and the Exocet danger remained throughout the campaign.

Ewan Southby-Tailyour, himself a key player in the British campaign and now an established military writer, has interviewed the British participants and also investigated the Argentine perspective, to write a full account of this failed Special Forces venture. It is a complex story, but once Operation Plum Duff—the insertion by Sea King of an SAS patrol into Tierra del Fuego—gets underway, the author presents a gripping account of what was indeed a daring concept. He also describes other covert actions aimed at neutralising the Exocet threat and preventing more of the missiles reaching Argentina.

Exocet Falklands is a great source of ‘lessons learned’ for today’s campaign planners. While fog and Argentine dispositions foiled the immediate mission, the fact that a divided aim, poor planning, inadequate intelligence and lack of support from SAS HQ meant the mission was doomed from the start.

The pressing need was to establish a covert watch over the Etendard’s forward operating base, but SAS HQ also wanted the option of ‘direct action’. The author makes it clear the (then) Director of the SAS expected a ‘death and glory’ raid, rather than an effective observation mission.

The SAS of course can’t do its job without extensive and well-trained military support. In this case the patrol being inserted need air-refuelled Hercules to air drop them to the task force at sea; a naval helicopter to insert them onto the (enemy) mainland, reliable communications and excellent intelligence. But SAS HQ let them down, the maps they were issued were laughable, their intel was poor—indeed the most up to date information about Argentine destroyers on patrol—was not released to them.

As well, the patrol was given a divided aim; the patrol was twice as big as needed, and had to carry explosives in place of food, thus limiting their endurance to only 4 days.

When the Sea King successfully carried them to the drop off point, there was thick fog, yet the looming lights of unknown houses, and vehicle activity on a nearby road. The patrol leader, in accordance with SAS procedures, decided to go to the emergency drop off point near the Chilean border. In the event fog covered that as well—the helicopter deposited the patrol into Chile, where they might walk back into Argentina. But then the poor maps defeated them, communications failed, their rations were low and there was no prospect of resupply.

This wasn’t the end of British efforts—the SAS also held onto the concept of an air-landed assault directly onto the Argentine air base. With what is now known of the Argentine defences the result would probably have been two smoking wrecks before the C-130s had even touched down; heavy casualties for no gain at all.

The author is critical of the SAS in this campaign; he says they allowed their myths to over-ride good planning for realistic missions. He is also critical of the RAF; the Hercules had no radar warning receivers. meanwhile the Royal Navy had failed to send a conventional submarine south early enough in the campaign. (A submarine insertion might have been more successful.)

There is much of value in this book. In an era of Google Earth and GPS we might assume that poor maps and limited intel are things of the past, but real campaigns always tend to spring surprises. The value of this book is in highlighting the organisational failures and frictions that prevented success.

DOWN SOUTH

Chris Parry as a junior officer was the Flight Observer for the Wessex helo embarked in HMS ANTRIM (‘Humphrey’—now in the FAA Museum). Subsequently, Parry rose to flag rank and after retiring, he discovered his personal diary from the campaign had survived all that time.

Down South is Parry’s diary published ‘as is’—good and bad—including his immediate assessment of ‘lessons learned’. Most of his lessons learned are familiar; what is impressive to realise he was drawing his conclusions during the campaign, not in quiet analysis months later. Parry’s diary is vivid and especially gripping when he is rescuing the SAS on the Fortuna Glacier and hunting the submarine SANTE FE at South Georgia.

THE YOMPERS
By Ian Gardner; Pen & Sword Military; 2012

Gardiner was X-ray Company Commander in 45 Commando, Royal Marines, and took part in the final mountain-top battles before the fall of Port Stanley. He also rose to high rank and in this book Gardner revisits his own recollections of the conflict. He draws lessons, but from the perspective of a widely experienced senior officer.

Gardiner’s narrative and reflections are clear, exciting, extensive and valuable. I particularly commend Yompers to the staff colleges and to all young officers and new NCOs; his leadership lessons are timeless.
GREAT GUNS
THE ARTILLERY HERITAGE OF NEW ZEALAND

By Peter Cooke and Ian Maxwell; Defence of NZ Study Group, Wellington. 2013
Retail price: $NZ45; orders via: donzsg@paradise.net.nz

If you have ever wondered about the old guns displayed in many communities across our nation, such as Etham and Hokitika, then Peter Cooke and Ian Maxwell’s new book will have the answer. Their book documents why NZ brought trophy guns back from foreign wars, and where these, and other examples of ordnance, were displayed—many as war memorials, some as playground objects and others as museum pieces.

Great Guns takes us from North Cape to Stewart Island, listing all and illustrating many of these guns—they divide the country into 18 regions documenting all known examples of cannon on display.

Cooke and Maxwell have also written an illuminating essay outlining the history of artillery in New Zealand, and of trophy guns in particular. It is especially informative on the little-known Maori use of cannon in the Musket Wars, as well as the Land Wars.

Our first trophy weapons came from the Crimean War, but most came to NZ after WWI. Sadly many of those were removed and scrapped in the tense days of 1942. But there was other opposition before the threat of enemy action in WWII; the peace movement of the 1930s did not want guns on civic display, nor did peace advocates of the 1980s.

For the NZDF readers, Cooke and Maxwell describe the collections in the Service museums as well as Camp and Base ‘gate guardians’. Because they include weapons down to 20mm calibre, the RNZAF reader will learn about the guns of the Vampires (in the context of the now vanished Ohakea Wing of the RNZAF Museum) and Skyhawks (at Wigram). In contrast the naval reader can learn about the two 64 pdr converted rifled muzzle loaders that reside outside the PHILOMEL Wardroom.

The book is essential for Camp and Base libraries and to researchers of NZ military history. It is also relevant to understanding Kiwis’ changing social attitudes to warfare and our own armed forces.

And the guns on display in the two towns? Etham: Krupp 10.5 cm field howitzer captured by the NZ Division in 1918. Hokitika: 24 pdr 50 cwt SBML of 1813 gifted to the town by then local MP Richard Seddon in 1894.

BOMBER HARRIS:
HIS LIFE AND TIMES


M arshall of the RAF Sir Arthur Harris was CIN C Bomber Command and led its growth from February 1942 to its peak in 1945—230,000 personnel and 1600 operational bombers.

It is unlikely a young officer in today’s RNZAF will command that size of force, but he or she can aspire to squadron and wing command, or to lead a coalition force. In today’s settings the life and leadership of Sir Arthur Harris remain worthy of study, because the qualities that fitted him for high command in WWII were developed during the RAF’s lean years, when he commanded squadrons, went to staff college, and served as a staff officer within the Air Ministry.

Arthur Harris was a young settler in Southern Rhodesia (Zimbabwe) when WWI broke out. He joined the Rhodesian Regiment and took part in the conquest of German South West Africa. His experience there led him to find ‘a better way to go to war’ and he went to the UK to join the RFC.

He was determined, persistent and lucky, becoming an ace and being selected for a permanent commission in the post-war RAF. He was not afraid to discomfort his superiors when things needed to be improved. He dealt out firm discipline if juniors went awry. And he was given more responsibility when the RAF hastily expanded as WWII loomed.

By 1939 Harris was in command of No. 4 Group, Bomber Command. A liaison role in the USA allowed him to make useful contacts in the USAAF, before he was appointed to head Bomber Command. In 1942 night area bombing had been accepted as the way ahead; Harris showed its potential with the first 1000-bomber raids. He then focussed on building up his force convinced that city-busting could win the war.

The bomber raids became the ‘second front’; the Luftwaffe essentially withdrew from other theatres to defend Germany, while a million men were needed for AA defence and another half million were diverted to infra-structure repair. Harris supported the complementary USAAF day bomber offensive; in 1944 the American day fighters and bombers defeated the Luftwaffe over Germany.

Two factors clouded Harris’ reputation; his own forceful and determined personality, and the fire storm that his bomber caused in Dresden, February 1945. Were the Dresden raids necessary? The Russians thought so, and he had the political clearance to resume city-busting. There is also evidence that the Dresden raids finally broke German civilian morale.

But in the immediate post war years Churchill and other politicians distanced themselves from Bomber Command’s achievements. Harris left the RAF to go into business and on retirement he was promoted to Marshal of the RAF. He continued to defend his Command’s achievements and after his death he was honoured with a statue in London. In recent years Bomber Command veterans have been recognised with a Clasp to wear with their medals and a superb new statue in London to honour all their aircrew.

Probert’s biography is full, balanced and illuminating; he shows why Harris is remembered so well by his men and why he stands among the RAF’s greats.

Reviews by Richard Jackson, Editor.
However immediately on her return from Thailand, duty called and CPL Nelson swapped her gowns for flying overalls to take part in Exercise PEKA PEKA in the Auckland area. The photo (p14) shows a 3 Sqn Iroquois undertaking winching training with HMNZS OTAGO—CPL Nelson is the HCM visible in the cabin door.

Of her visit to Thailand, Louise said: “We started with a tour at the Grand Palace and the temple with the Emerald Buddha. Then we were treated like royalty with an amazing six-course meal at The Queen Sirikit National Convention Center.”

Subsequently the Kiwi group visited The Sanctuary of Truth. “This would have to be hands down the most breath-taking, beautiful and peaceful building I have ever been inside.” They also enjoyed a Thai cooking class and attended a reception hosted by our Embassy in Bangkok.

“We all had the honour of going to the Father Ray Foundation Centre. It was inspiring and heart warming to see the amazing work they do and the positive change created in the children’s lives. We shed some tears as the children performed for us despite their disabilities and hardship.”

However, beneath the glamour, the ‘crewdog’ was not far away. Louise confesses: “The highlight one day was when we came across the RedBull F1 car and they let me change its tire! I don’t think I’ll be getting an offer for pit crew though—24 seconds!”

Meanwhile as part of her Miss Universe NZ campaign Louise arranged for some events to fund-raise for Variety, the children’s charity.

“The Officers Mess at Ohakea held a ‘Ladies High Tea’ during my time in Thailand. I arranged a ‘night at the movies’
Everyone knows that sugar is bad for their teeth, right! But did you realise you could be drinking your teeth to death?

In recent years there has been an enormous increase in consumption of sugary, carbonated (fizzy), energy, sports and flavoured water drinks, worldwide. Most of these types of drinks are a double-edged sword for teeth.

On one side, most of them contain high levels of sugar. Bacteria in tooth plaque feed on the sugars, producing acid. The acid lowers the pH of the mouth environment which in turn softens the enamel protecting teeth. The acid eats away at the enamel and can produce holes (decay), damaging the teeth. After each exposure to food/drink (every sip or bite) it takes the saliva in your mouth 30-60 minutes to neutralise the acid and restore the mouth to its natural state.

So if you’re going to drink these drinks, don’t sip them. When you’ve finished, rinse your mouth out with water to help neutralise the acid.

On the other side, and this includes sugar-free drinks, they are very acidic, they contain mixtures of phosphoric, malic, citric and tartaric acids, causing chemical erosion. The chart shows the pH of some common drinks—the lower the pH the more acidic they are.

Every time you take a drink you are bathing your teeth in acid. The acid erodes enamel, causing demineralisation which draws calcium out of the teeth and dissolves enamel. If you have to drink them, drink them at mealtimes and don’t sip, plus DON’T FORGET rinse your mouth out with water after drinking.

But whatever you do, don’t brush your teeth straight after eating and drinking! Eating and drinking causes the enamel to soften through the acid environment produced; if you then brush your teeth you will damage the enamel further, brushing it away. Instead wait an hour before brushing.

Give your teeth a break—drink water and snack on fruit and cheese. Cheese can help protect your teeth against decay. Brush twice a day for 2 minutes, floss regularly, chew sugar-free gum with xylitol after eating/drinking, and visit the dentist yearly for your check up. Keep your pearly white smile, and your ability to be deployed!

Brush, Floss, Chew, Check.
Cycling is healthy, good for the environment and an extremely efficient mode of transport over short distances. Cyclists have a duty of care to themselves and others to make sure they are responsible road users. Observing the road rules, wearing appropriate safety gear, being seen and riding a bike that is fit for purpose are ways that cyclists can minimize the risk of an accident.

Cyclists’ safety is particularly important in the spring months. Recent reports highlighted a number of near misses between cyclists and motor vehicles both on and off base. We have all seen cyclists riding unsafely:

- riding against One Way roads,
- riding on the wrong side of the road,
- overtaking on the inside of slower motor vehicles, and
- quite a large number with no reflective gear.

DASH decided that a cycle safety awareness campaign was appropriate to highlight the need for cyclists to ensure that they were as safe as possible when riding the roads both on and off-base, and to modify any unsafe behavior. (To be fair, some motorists also needed reminding that they are not the only road users and we must all “share the road”.)

Auckland Transport, Cycle West and Avanti Plus were approached for their advice and expertise. They quickly volunteered to come on board and offered to help run a cycle safety workshop to be called Bike Safety Pit Stop.

Base personnel were encouraged to bring their cycles to be checked over by a cycle mechanic, safety equipment would be given away, as were road codes and information on cycle maintenance.

The Bike Safety Pit Stop was held in mid-June in the 40 Squadron Hangar. Setting up in the Hangar was great as it gave us protection from the weather and was easily accessible to all base personnel.

Starting at 1000hrs, Jeff Webb, owner of Avanti Plus was rushed off his feet. He checked about 70 cycles, making adjustments, fitting lights and reflectors to many and replacing worn or broken parts.

Zane Bray and Tracey Brackebush from Auckland Transport, Rochelle Young from Cycle West, Fiona Groome and myself from DASH, were on hand to offer advice and distribute what seemed like an unlimited supply of high visibility vests, arm band reflectors and numerous other goodies.

The chances to win a Camelpack and Cycle Safety Kit were an added incentive for the huge turn out over the day. The day was a great success and from the many notes of positive feedback, a very worthwhile campaign.

Special thanks to:
Zane Bray and Tracey Brackebush from Auckland Transport,
Rochelle Young from Cycle West
Jeff Webb from Avanti Plus

* The Editor regrets the error with Graeme’s name in AFNews 161 August.
BIKE REQUIREMENTS

BIKE REQUIREMENT BY LAW ARE AS FOLLOWS:

A. A red or yellow rear reflector that is visible from a distance of 100 metres when light shines on it.
B. Good brakes on the front and back wheels (or, if the cycle was made before 1 January 1988, a good brake on the back wheel).

When cycling at night or when visibility is poor, cycles must have the following:

C. One or more steady or flashing rear-facing red lights that can be seen at night from a distance of 100 metres.
D. One or two white or yellow headlights that can be seen at night from a distance of 100 metres. Only one of these headlights may flash.
E. Pedal reflectors on the forward and rearward facing surfaces of each pedal. If the cycle does not have these, you must wear reflective material.

CYCLE LIGHTS

There are many cycle lights on the market—some are designed to help cyclists be seen by other road users, while other lights are designed to help cyclists see where they are going, like a headlight. When considering lights it is important to be mindful that:

- Headlights should be attached to handlebars and pointing down.
- Your lights can be a hazard if used incorrectly. You must not use cycle lighting equipment in such a way that it dazzles, confuses, or distracts so as to endanger the safety of other road users.

Correct use of cycle lighting will make your cycling experience safer and more enjoyable, while ensuring other road users are not at risk.
Sixty heavily armed individuals descended on Rotorua in July to battle it out in the 2014 National International Practical Shooting Federation (IPSC) ‘Three Gun’ Championships. I am an experienced IPSC pistol shooter, but I had never shot a Three Gun match before. Nevertheless, I jumped into the deep end and went head to head with the country’s top competitive shooters. After two days of solid dawn-to-dusk action I managed to take third place overall in Standard division.

Widely recognised as the ultimate in shooting sports, IPSC Three Gun demands that competitors master the arts of rifle, pistol and shotgun shooting. Unlike other forms of competitive shooting where accuracy is the sole concern, IPSC shooting requires competitors to problem-solve and compete for time as well as points. The score is expressed as a ratio of points-per-second, so whoever shoots accurately fastest wins.

Many different types of firearms are used in Three Gun however the basic ‘package’ consists of a modern semiautomatic rifle, a semiautomatic or pump-action shotgun and a semiautomatic pistol or a revolver. For this tournament I shot in Standard division, which limits modifications to guns and mandates iron sights only.

Three Gun tests every single aspect of an individual’s shooting technique. Competitors must be able to:
- shoot their guns ambidextrously
- shoot in conventional and non-conventional positions.
- engage multiple targets efficiently and reload their firearms quickly (no mean feat where the shotgun is concerned).
- shoot on the move whilst maintaining situational awareness on their surroundings and the state of their firearm.
- engage small targets, large targets, moving targets, distant targets and targets that are so close the muzzle blast blows the patches off.

The added stress of competing against the clock means that IPSC shooters need to be able to run their guns hard and instinctively whilst making decisions on the fly.

Any weaknesses are laid bare in Three Gun because if you can’t do something well enough under pressure there is always that other guy who can…and he wins. There is no such thing as a perfect score in this game. You can always do better. Three Gun is therefore an excellent sport for military shooters to compete in as it forces us to think our way through dynamic situations and keep evolving to maintain a tactical advantage. That, and it’s a whole lot of fun!

IPSC Pistol shooting and IPSC Three Gun are administered in New Zealand by Pistol NZ. New shooters are always welcome so why not step up and put those Core Military Skills to the test?

If you would like to learn more about these exciting and rewarding shooting sports, check out the Pistol NZ website or contact the author.

DID YOU KNOW THAT THERE ARE PISTOL CLUBS NEAR ALL NZDF BASES?

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Fun In The Dune DIn MuD

By John Cosgrove, in Dunedin

The walking tracks on the hills behind Dunedin filled with teams of soldiers struggling against the rain, muddy conditions and fatigue as they took part in July’s 12th annual Twin Peaks Battle Tab.

Organised by 2/4 Battalion RNZIR, this year’s event attracted more than 150 entries from across the NZDF, including both Regular and Reserve Army units, plus entrants from both the RNZAF and the RNZN.

One of the race organisers, SSGT Bobby Proctor admits that this year’s event was one of the coldest he had been involved in. More than 150 competitors were loaded up with Patrol Order (patrol pack, webbing and IW Steyrs) at sunrise on the Saturday morning. Facing the prospect of snow at the higher levels, they set off on the gruelling 26 km long race which takes them around the walking tracks over the high points on the hills surrounding Dunedin.

To get an idea of the terrain, the race starts at the water tanks on Booth Rd (about 200m above sea level) heads to the top of Flagstaff (656m ASL) along Swampy Ridge track (about 700+ m ASL) and later down the Leith Valley Road (descending to 293m ASL) before a last long hill climb to the finish line at the water tanks.

The fastest mixed team was from Defence Health School led by WO1 Jason Keno—DHS Mixed Team A, who completed the race in 4:35.50 beating the other DHS Mixed Team by more than ¾ of an hour. RNZAF medics at the Defence Health School were in both mixed teams.

The CDF, LTGEN Tim Keating, accompanied by the WODF, WO1 Danny Broughton, and Chief Financial Officer Ms Jo Devine, visited the event and walked part of the course to chat with soldiers manning the check points and competitors. LT GEN Keating commented:

“I’m in awe of a lot of people I saw out there. They looked in great shape and performed really well in difficult conditions. I was very proud of them all.”
The Douglas C-47 Dakota

The Douglas DC-3 is recognized as the greatest air transport of its era. Design work began in 1934—the resulting Douglas Skysleeper Transport provided the height of luxury for 14 passengers. The first was delivered in June 1936, with the first standard 21-passenger DC-3 coming two months later. Orders from more than 30 airlines soon followed and 607 DC-3s were built by 1941. As well, licence production agreements were made with Japan and the USSR.

In 1942 the US Army Air Force ordered mass production of the military C-47—10,174 were built. The USSR built 4937 (the Lisunov Li-2; NATO name ‘Cab’) while in Japan Nakijima built 487 (Allied reporting name: Tabby). In 1949 Douglas launched a larger, more powerful Super DC-3 but the market was flooded with war-surplus C-47s and only three were built.

A number of RNZAF aircrew flew Dakotas in the RAF, among them FLtLt Larry Seigert [see Arnhem article p 26]. In July 1944 FLtLt George Culliford RNZAF, serving with No. 267 (Transport) Sqn in Italy, was tasked with flying a Dakota into occupied Poland, to pick up components of a V2 rocket which had been recovered by the Polish resistance. The aircraft got bogged on the ground—with the prospect of capture—but FLtLt Culliford eventually freed the aircraft, flying it out of the remote paddock just before daylight. The V2 components proved vital for Allied Intelligence.

The RNZAF operated 49 C-47s, with NZ3501 being accepted on 27 February 1943. No. 40 Sqn operated the type, joined by No. 41 Sqn in 1945. An Operational Training Unit, No. 1 (Transport) OTU was at Ohakea. Our wartime aircraft were painted olive drab with neutral grey under-surfaces and wore the RNZAF two-colour roundel (no red, to avoid confusion with the Japanese markings) with white American-style bars.

RNZAF Dakotas took part in the repatriation of NZ prisoners of war from Singapore in 1945 and also brought back most of our RNZAF personnel from the Pacific Theatre. The two RNZAF squadrons operated semi-commercial passenger and freight services during the late 1940s and provided the transport link for J-Force, the NZ occupation force in Japan (1947-49). In 1947, No. 40 Sqn was disbanded, some of its aircraft and crews going to form the new National Airways Corporation.

A detachment of No. 41 Sqn Dakotas saw active service in the Malayan Emergency, before the Squadron re-equipped with Bristol Freighters. In 1950, two VIP Dakotas joined the re-formed No. 42 Sqn. Dakotas were still serving with No. 42 Sqn into the 1970s and one worked with the Parachute Training and Support Unit based at Whenuapai. In 1977, the arrival of ex-RAF Andovers brought the Dakota’s long career with the RNZAF to an end. Five of the survivors were sold, but a VIP example, NZ3551, is on display at the RNZAF Museum.
The photo shows the RAF’s Battle of Britain Memorial Flight Dakota ‘UK’ (named ‘Kwitcherbtichin’) dropping paratroops during the 70th anniversary of the Normandy landings in June this year. ‘UK’ is finished in olive drab with ‘D-day stripes’, the black and white recognition stripes painted on the wings of all Allied aircraft involved in Operation Overlord, to assist recognition and limit mistakes by the many Allied gunners at sea and on shore.

Photo: Roderick J. Mackenzie, RNZAF Base Auckland

The Douglas DC-3 (C-47) Dakota: Tech Specs

| First flight | 7 December 1935 |
| Crew | 3 |
| Passengers | 14 sleeper passengers, or 21–28 seated, or 3,725 lbs – 4,500 lbs freight |

| Wing span | 95 feet |
| Length | 64 ft 5.5 inches |
| Height | 16 ft 3.6 inches |
| Weight | 30,000 pounds |

| Powerplant | Two 1,200-horsepower Wright Cyclone radial engines Later, 2 x Pratt & Whitney R1830 |
| Speed | 192 mph |
| Ceiling | 20,800 ft |
| Range | 1,495 miles |
28 ROLES.
ONE BIG WHANAU.
STEP UP AND SEE WHAT YOU CAN BE

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AIR FORCE