As members of the New Zealand Defence Force, we are all leaders. We each have a responsibility to lead – whether that involves passing on knowledge, making a decision or empowering someone else to make a decision. We all have a leadership role to play within our organisation, within New Zealand’s government and security communities and within the global context as well.

Each of us must own issues, make decisions and be accountable and responsible for the outcomes. Thinking about Air Force, New Zealanders rely on you to carry out military air operations with professionalism, integrity and teamwork, while at the same time being mindful of Defence’s one plan – one message, one direction and one vision of the future.

This is how we all must think, act and behave within NZDF to ensure we achieve our individual and group goals, while pulling together and heading in the same direction as an organisation. Leadership, and facing the challenges of what the future might hold, was just one of the topics I covered at your annual Air Force Leadership Forum at Ohakea in September.

I also tasked your leaders to step up and take control of the future and to picture how their expertise, knowledge, insight and experience are helping Defence evolve and grow. Right now, throughout the Air Force, there is clear evidence of their leadership decisions taking hold and delivering results.

New capabilities have arrived, transforming how you provide services to our Joint Task Force and New Zealand. The knock on effect is that you now face the retirement of the Iroquois, a helicopter with significant history, by 1 May 2015. And on 18 December 2014, the Helicopter Transition Unit will become 3 Squadron, with the Iroquois team becoming a flight within 3 Squadron. Their resources and capability will transition to the A109 and NH90. Infrastructural improvements are coming to RNZAF Base Auckland, where a range of new long and short term projects are under way.

A new aviation fuel farm and 25m rifle range will be completed by late 2015 and work will begin on new three-story 36-room barrack accommodation mid next year.

Alongside this, and currently still being scoped and costed, is a new Aviation Medicine Unit (AMU), a new gym, a variety of options on ownership and the delivery of married quarters accommodation, including new builds and a new child care centre.

These are just some of the latest changes occurring throughout the Air Force. They are also tangible evidence of the future you and your leaders are shaping and helping to bring about.

In my mind, it is always exciting to see a well-thought out and excellently executed idea come to fruition. So, I urge you to continue being involved – and staying true to the Air Force values of courage, commitment and comradeship. Take the opportunity to exercise leadership every day.

Make it your job to determine your future in the Air Force and to decide what tomorrow’s Defence Force will be.
In this issue of Air Force News, I have unpacked what I mean when I talk about greater partnering with other agencies and other militaries.

A lot rests on the shoulders of NZDF personnel in our work with other Government agencies, businesses, the communities of which we are part and other Defence Forces.

As a professional force for New Zealand, partnering for greater effect means we are often the enabler for others to do their jobs by applying our military skills and capabilities to meet their needs. But to grow and enhance our partnering relationships means we have to engage more and promote ourselves better.

We are an integral element of New Zealand’s national and international relationships: not a special case, as we sometimes think, because of the unique nature of the work we do.

For Defence, partnerships with other organisations are powerful connections. If we lose sight of that, we risk becoming isolated from the rest of New Zealand.

Understanding the big picture that is NZ Inc. and the world system allows NZDF to know how and where it fits in this picture. We must actively create and carve our role in New Zealand’s story.

Partnering in a military to military sense is about engagement and learning from other militaries and using what we learn to do our job better. We should be great adaptors and adopters and focus on effective engagement with our traditional and more recent military partners.

In the field on exercise or operation, we must show we are a professional military organisation that can be trusted to do the job well and work well with others.

Partnerships across Government are complex. Defence is not the only voice at the table when a conflict or natural disaster must be addressed: so we must adapt our conflict resolution models accordingly.

The operations we plan and deployment options we present to Government, must be flexible to fully accommodate and resonate with partners such as Ministry of Foreign Affairs, Justice, Health, Customs, Police and Education.

To understand our partners we need to know their organisation so we can promote our quality people and the benefits of a military background to them. To this end, a new career model is under development that will give our people the opportunity to move more seamlessly between other agencies, the private sector and back to NZDF.

For this to work our partnering and relationships with Government and business must improve. Defence needs to be seen as an integral part of the New Zealand story which fully engages the public and New Zealand’s key organisations and institutions.

New Zealand has a right to be proud of NZDF and we have a duty to earn that pride. As a force for New Zealand, leveraging our relationships for joint effect will help us maintain that role.

CDF Five Priorities

- 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 2015

Priority one, the single plan, is already under development, with our new four-year plan to be released soon.

CDF PRIORITIES UNPACKED

Priority 4: Greater partnering with other agencies and other militaries

By LTGEN Tim Keating

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New Zealand has a right to be proud of NZDF and we have a duty to earn that pride. As a force for New Zealand, leveraging our relationships for joint effect will help us maintain that role.
The RNZAF and the Royal Australian Navy recently joined forces to strike a blow against hashish traffickers off the coast of Somalia to the tune of $280 million (AUD).

Operating under command of Pakistan Navy-led Combined Task Force 150 (CTF-150), part of the Combined Maritime Forces (CMF), the Anzac-class frigate HMAS Toowoomba and an RNZAF P-3K2 Orion aircraft trailed a dhow from the Arabian Sea to the Horn of Africa. After an exhaustive search, the ship’s boarding team discovered 5,588kgs of hashish in hessian bags.

New Zealand Defence Force Air Component Commander Air Commodore Kevin McEvoy said: “This was a great result for the combined New Zealand and Australian force and our Pakistan Navy colleagues at CTF-150 who led the operation.

“Our P-3K2 aircraft are regularly used to conduct a wide range of maritime surveillance work, and the crew is highly skilled and are able to contribute their expertise to this vital task force.

“We often work with other nations on operations and it is good for our people to be involved in a large-scale operation that can make a real difference.”

HMAS Toowoomba was operating under the command of CTF-150, the CMF Task Group responsible for promoting safety and security at sea. The RNZAF P-3K2 Orion aircraft is deployed in support of the international counter-piracy effort.

Wing Commander sums up Kiwi role in operation

WGCDR Daniel Hunt, in an interview on Radio New Zealand’s Morning Report, summed up the RNZAF role in the operation, saying: “This is a big deal for us, for myself as an Orion flyer and also as an Air Force member. It is a big deal.

“When you take over $300m worth of drugs off the market, it is a good day. It helps to show that we’re doing a good job and that New Zealand as a nation is prepared to step up and help make the world a safer place.”

WGCDR Hunt was interviewed by reporter Susie Ferguson in early October in a story called ‘RNZAF helps score large drug bust off the Horn of Africa’.

Listen to it online. Go to www.rnz.to/1yHMfd5
Reflections on the forum

By Air Commodore Andy Woods, Deputy Chief of Air Force

This year’s Air Force Leadership Forum covered a range of topics from leadership to finance, current operations to women’s development, strategy to the future of air warfare. What impressed me over the two days were the common themes - very positive themes - that came through in every presentation.

It was clear from the comments, whether from CDF and CAF, our external speakers, or from our three more junior presenters ‘from the engine room’, that everyone was thinking the same way. Everyone wanted a plan, the tools to get on with the job and everyone welcomed the focus that was coming onto leadership and looking after our people.

The Defence Mid Point Rebalancing Review (DMRR) has given us the funding certainty we need to plan our future. In terms of the tools to do our job, we have new fleets coming fully online in the form of the NH90 and A109 helicopters, the T-6 Texans are being delivered, and SH-2G(I) Seasprite deliveries begin in January. The projects to replace the Hercules and Orion fleets over the next 10 years have already begun.

As we sat in the multi-function section of the new Air movements terminal at Ohakea, and looked across at the HTU hangars and new MSS, we could see first-hand the investment that has gone into Defence in recent years. We then saw the plans for development at Whenuapai ranging from the new facilities already under construction at 6 Sqn, to the replacement barrack blocks due to commence next year.

To wrap up a very positive picture of our future, CDF articulated his priorities, emphasising his personal focus on people and our military families.

To me, the forum was an opportunity to take stock of where we are and where we’re going. To get our heads up from the daily grind and realise that we’ve come a long way and, importantly, we have a plan to go a long way further yet.
Two days away from the office for so many attendees is a significant investment from CAF and indicates the importance he places on owning our future, the primary theme of this year’s forum.

In simple terms, CAF encouraged us to “drive it (the RNZAF) like we own it”, where responsibility and accountability play a leading role in how our future might look.

He spoke of change as a necessary and inevitable process with a constant search for improvement: improvement is not about cost cutting, it’s about being safer and more effective. Other benefits, like efficiency typically follow.

The keynote speaker this year was Mr Jules Fulton from Fulton Hogan. There are many similarities between our organisations and Jules quickly picked up on our sense of family, something that resonated strongly with him.

He spoke on leadership – be yourself, comfortable in your own skin; be safe and operate with a continual sense of unease in the workplace to remain focused on safety; constantly seek to inspire others; and develop a strong sense of purpose, ‘know the why, as well as the what and the how’.

The ‘view from the engine room’ again proved a highlight with CPL Talia Dutton, SGT Todd Noyce and FLTLT Shane Huisman doing a tremendous job of representing their respective peer groups from across the RNZAF.

It was clear that the thirst for responsibility and empowerment is strong from all ranks. I heard that we have the right people, that they are motivated and ready; just provide clear intent and then stand back.

CDF addressed us for an hour on day two, considering his very busy schedule this was impressive. He made it clear that: “Things don’t just happen, we need to make them happen” and while tears and sweat might both taste like salt they bring about vastly different outcomes – tears bring sympathy, sweat brings change. To be clear, he isn’t big on handing out sympathy.

You will hear CDF discussing his top five priorities and he covered these off with us too.

They are:
• That we have a single plan (sense of purpose – the why)
• A focus on core military skills
• Grow the people we need and support our military families
• Improve partnering with other agencies and allies
• Strengthen leadership, governance and management.

By Darryn Webb, GPCAPT

The theme of this year’s leadership forum was ‘Owning our Future’. CAF said: “Own your future; drive it like you own it”. This is empowering and I believe this means that we are all responsible for owning our future. We now have the empowerment, the next challenge is to not just think about it; do something about it!

I was very impressed by the presentation giving feedback from the RNZAF Women’s Development Forum. This is an absolute success story. It was clearly demonstrated that our people, the RNZAF Women’s Steering Group, are owning the development of people in our Air Force and this is a success to be celebrated.

While it was indicated that we (the RNZAF) still have a way to go in embracing diversity, it shouldn’t be underestimated how much good work and inspiration has already been achieved by holding the seventh RNZAF Women’s Development Forum.

Finally, the keynote speaker, Jules Fulton, spoke on ‘Leadership: Be bold, be yourself.’ Have a voice, be proud of who you are and don’t try to be anyone else. Be safe, be safe leaders and STAY SAFE for your family. Inspire – inspire through Respect, Energy and Effort, Attitude and Leadership (REAL Values). Know what your sense of purpose is, know why you are in the RNZAF and what it means to you.
The two-week exercise involved over 80 personnel with three Iroquois, three A109 and two NH90 helicopters.

Chief of Air Force Air Vice-Marshal Mike Yardley says the exercise trained the crew in low-level alpine flying - a core skill given the New Zealand topography and the missions the Air Force undertakes both here and overseas.

“The Air Force conducts a number of operations every year in conjunction with New Zealand Land Search and Rescue and the New Zealand Police. This training ensures we are prepared for the wide variety of terrain and environments we encounter on operations.

“It provided a great opportunity to train our more junior crew members so they can become more experienced in alpine operations. The Marlborough and Kaikoura mountainous region is a great training ground for us.”

This is the first year the NH90 helicopter participated in the exercise. The aircraft participated in flying development sorties with the intent to use the NH90 for high altitude flying operations from the end of 2014.

“The NH90 helicopter is a big step up from Iroquois for the Air Force. The NH90 have significantly longer range and endurance, they can fly to Australia or the South Pacific Islands and they can lift up to 3,200kgs of cargo. This helicopter is a key asset in any future disaster relief and search and rescue operations undertaken by the RNZAF,” says Air Vice-Marshal Yardley.
SGT Timmy Wilson, helicopter crewman

SGT Timmy Wilson who took part in Exercise Blackbird to hone his skills in high-altitude mountain flying.

“We were blessed with amazing weather for the first few days, which allowed us to complete all the scheduled flying.”

Growing up in Palmerston North, SGT Wilson always knew he wanted to be in the military. To date, he’s clocked up five years in the New Zealand Army as a frontline infantryman, as well as time in the RNZAF as a Firey and now a helicopter crewman with 3 Squadron in Ohakea.

After leaving Wanganui High School he continued his education and training through the RNZAF earning qualifications such as a level four critical incident and emergency management certificate and in frontline management and business management.

Aircraftman (AC) Amelia Wilson, physical training instructor

Tauranga-based aircraftman (AC) Amelia Wilson was in charge of pushing 3 Squadron to their physical limits during Exercise Blackbird.

My role on the exercise was aircraft security and physical training. Myself and a fellow PTI ran adventure training for 3 SQN personnel at the Dip Flat confidence course. We also ran training every afternoon, as well as a one-off sports event.

The exercise was a great opportunity to train in a different environment and in a range of weather conditions – from snow to glorious sunshine. Both added to the experience and excitement of being away on exercise.

“We couldn’t have asked for a more picturesque setting for an outdoor gym than the mountain regions of Marlborough and Kaikoura.”

“Exercise Blackbird was my first major exercise. My role was maintenance liaison officer – I was responsible for co-ordinating and troubleshooting any issues, as well as communicating with operations and logistics. The highlight? Experiencing maintenance in the field.”

– PLTOFF Phil Hudson, A109 Junior Engineering Officer

“Mountain flying meant we were forced to use the aircraft to the limits of its performance. We flew approaches to remote pinnacles, ridges and bowls, as well as flying along valleys. We conducted challenging winches and underslung loads to isolated locations.

“Overall Exercise Blackbird was a valuable opportunity to deploy with the extended Air Force and gain experience we are unable to get in the North Island’s terrain. We got the chance to fly around some simply stunning scenery and push our crews and aircraft.”

– CPL Sam Gill, A109 Helicopter Crewman

“We’re almost at the point where the NH90 is ready to take over the range of outputs charged to No 3 Squadron. Overall, the helicopter performed well. Its excellent control and power margins meant roles such as hoisting and underslung-load operations could be conducted efficiently to very high and challenging areas, even at night and in demanding weather conditions.”

– FLTLT Pete Familton, NH90 Co-Pilot

“Exercise Blackbird provided a great opportunity for the men and women of 3 Squadron Maintenance Flight to get amongst it and contribute to the ongoing training of our pilots and crews. They were able to get up in the aircraft and work with the crews to hone their winching and recovery skills. On the ground, they ensured the aircraft were serviceable to meet the flying programme and carried out daily and routine servicing, as well as fault rectification in the field – a real departure from operating out of our hangar back at Ohakea”.

– SQNLDR Stu Pearce, Maintenance Flight Commander
EX BLUEBIRD BRINGS SEASPRITES TO SNOW

The Navy's Seasprite helicopters are maintained by Air Force and crewed by Navy pilots and crew. Eight new Seasprites arrive in New Zealand in January and will replace the current models.

Landing a Seasprite helicopter on a snow capped mountain is a far cry from being embarked on board an RNZN vessel, but an essential part of No. 6 Squadron's (6 SQN) annual training programme.

Exercise Bluebird at Dip Flat is a week long exercise for our Seasprite helicopters and crew. Seasprite pilot LT Wicus Marais says Bluebird provides effective flying training over...
RNZAF helicopter personnel took part in a week-long high altitude flying exercise involving two Navy Seasprites in October. The helicopters flew to the Richmond Ranges in Marlborough and Dip Flat, near St Arnaud.

different terrain, which is essential in maintaining mountain flying currency for the crews.

“It’s important that everyone in the squadron is qualified in basic mountain flying because when we are embarked on a ship at sea, we could get a call for search and rescue on land in mountainous terrain. The training conducted at Dip Flat means we would be better prepared for such a tasking, as we’ve completed mountain flying training in the last 12 months.”

Flying in the mountains surrounding Dip Flat isn’t a walk in the park. It is steep terrain that can have considerable wind gusts. The weather is also very changeable, particularly in spring when there are almost four seasons in one day. Factoring in weather and wind are two key elements of flying and 6 SQN prefer to take a cautious approach given their infrequent visits to this sort of environment. This involves talking extensively as a team about the flying plan before going airborne and identifying any risks that need to be monitored.

“A storm came up the country from the south at the start of the exercise which did hamper our flying a little bit. By the end of the exercise we had flown 22 training hours and then 14 transit hours, we are happy with the amount of flying we were able to get done.

“Landing in snow was a good challenge. It can be quite deceptive because you don’t know how hard the snow will be or what is underneath. It was a good test for the team,” says LT Marais.

For LT Marais the highlight of the exercise is the ability for the whole squadron to go away from Base Auckland together, “Being away from the work environment makes the exercise feel like an actual tasking rather than practice scenarios. Plus the stunning landscape in Nelson and Marlborough can’t be compared. We all had a great week at Dip Flat.”

The remainder of 2014 will be particularly busy for 6 SQN. One of the Seasprites is embarked on HMNZS TE KAHA until December as the ship is participating in a number of exercises with the Royal Australian Navy off the Australian coast. The squadron also welcomed a new crewman this week straight from Helicopter Basic Course at Ohakea and have a Seasprite pilot completing his training before being qualified at the unit.
An RNZAF NH90 helicopter and crew recently participated in a joint training exercise with the New Zealand Army’s 161 Battery to move four L119 Howitzer guns by air.

The NH90 provides the NZDF with increased air lift capability. In the past, the NZDF used Iroquois for moving guns by air, using a significantly longer process, which involved dismantling each gun into pieces and transporting them using several helicopters.

**GUNNERS GET A LIFT**

An NH90 from HTU, Ohakea, uplifts a 150mm light field gun from 161 Battery during Ex Ben Cat for a trial flight.

Gunners man the 161 Battery Command Post as the 105mm light field guns are flown into the Argo Valley.
The RNZAF once again took part in Christchurch City Council’s annual NZ Ice Fest, giving the public a chance to climb aboard a real-life Antarctic plane – the C-130 Hercules. This year, 30 teens got to fly in the back of the Hercules.

WHAT IS NZ ICE FEST?
NZ Ice Fest is an annual event that aims to highlight New Zealand’s leadership in Antarctica and the Southern Ocean. Every year, the RNZAF takes part in the US Antarctic Program Air Day, giving the public a behind-the-scenes understanding of how a logistics base operates. Every year, Scott Base and McMurdo Station personnel are flown the 5 to 8 hour journey south to Antarctica by the RNZAF, the US Air Force and others.
Graduations

The Commanding Officer of Flying Training, Wing Commander Richard Beaton said presentation of the pilot’s brevet signifies the successful completion of tough flight training.

“The award of the pilot’s brevet or ‘Wings’ represents a milestone in every military pilot’s career, and is the culmination of a very demanding but rewarding period of training. This symbol of their achievement provides visible recognition of the standards they have reached,” he said.

The 2014 graduating pilots are:

- PLTOFF Richard Raven – Auckland
- PLTOFF Edward Drane – Masterton
- PLTOFF Nicole Brooke – Palmerston North
- PLTOFF Ryan McRae – Hamilton
- PLTOFF Thomas McDowell – Cromwell
- PLTOFF Daniel Walker – Rotorua
- PLTOFF Aaron Quinn – Paeroa.

Seven newly qualified RNZAF pilots celebrated a milestone in their careers with the presentation of their ‘Wings’ or brevets at a graduation parade at Air Force Base Ohakea in October.

FGOFF Tom McDowell receives the De Lange Trophy for the highest Flying Mark.
Nine RNZAF personnel joined the ranks of senior tradespeople, a milestone celebrated at a graduation ceremony at Base Woodbourne recently. The student judged as showing the most outstanding performance during trades training was LAC Fraser Mewburn. LAC Mewburn was awarded the Air cdr Baillie Award trophy in recognition of his performance.

Helicopter Crewmen Graduate
Congrats to the graduates of the Helicopter Crewman Course who graduated and marched onto the parade ground at Ohakea in early October.

Left to right: SGT Mike Taylor and CPL David Snowdon graduate from the AIR LOAD MASTERS COURSE at RNZAF Base Auckland. They both receive their brevets after months of training with the C-130 Hercules, 40 Squadron.
North Cantabrian FLTLT Liana Costello-Salt won gold while representing New Zealand and the RNZAF at the recent 2014 Weihai ITU Long Distance Triathlon World Championships in China.

The former student of Villa Maria College and Lincoln University finished first in the 25-29 year-old category of the long distance triathlon. She crossed the line 22 minutes ahead of her closest competitor in just over seven hours, receiving the gold medal on a world stage.

FLTLT Costello-Salt thanks the RNZAF for its support of sport, which she rates as “second to none.”

“I have had nothing but incredible support from my command and I currently work with an amazing team who get right in behind my sport. This is by far my favourite part of being in the RNZAF. It is something I get to enjoy every single day,” said FLTLT Costello-Salt.

Born and raised in Hawarden, FLTLT Costello-Salt leads a team of 18 people in the supply trade of the RNZAF. They are responsible for looking after RNZAF second line support equipment. This includes the purchase, maintenance and storage of ground support equipment and safety and surface equipment.

Her team isn’t the only thing FLTLT Costello-Salt manages. She also has to balance work and training.

“I wake up at 5am every morning to get a decent training session in before the workday then I train again after work. The hardest part of training while in the RNZAF is balancing a busy training schedule with the demands of my career. This was the case before the Taupo Half Ironman last year when I was deployed on Exercise Southern Katipo.”

FLTLT Costello-Salt credits her success on the world stage to her coach, ex-Olympian Sam Warriner.

“Without Sam I would not have been able to physically and mentally compete on a world stage,” she said.

While others relax over the Christmas break FLTLT Costello-Salt will be racing in three half ironman events, Taupo, Tauranga and New Plymouth.

“I am focusing on improving my swimming, which will enable me to become competitive with the professional athletes,” she said.
Multisport and adventure racing is a popular sport in New Zealand and boasts some of the best athletes on an international scale. The desire to compete in epic outdoor terrain with mates and testing one’s mental and physical limits is the usual incentive.

An annual adventure racing series in China is the best chance to compete against the best line up of athletes from around the globe due to the attractive amount of prize money on offer. This creates an unofficial world champs for the sport. But the racing is tough, really tough. Last month I competed in two events both in New Zealand teams.

SUQIAN LUOMA LAKE INTERNATIONAL QUADRATHLON

The Suqian Luoma Lake International Quadrathlon was first up. The event had 24-hour time limit and each team consisted of three males and one female – we were me, Hamish Fleming and Ailsa Rollinson from Wanaka and Luke Osborne from Hawke’s Bay.

Unfortunately our female team mate, Ailsa, arrived really unwell. So, we knew that it would be a tough day. 

New Zealand Long Distance Triathlon Team in Weihai, China. FLT Costello, front row, fourth from left. SGT Sutherland, middle row, centre. FGOff Palmer, back row, second from right.
EVENT STAGES

2.5 km swim, 20 km kayak, 20 km inline skate, 55 km mountain bike, 2 km run/abseil, 35 km kayak, 60 km mountain bike, 40 km run.

- 6am – a swim to start, then kayak
At 6am the day began with the swim starting off the lake beach, goggles were fogged up and smog across the entire lake made it hard to see. We got tangled amongst weeds and other racers, making it in a slow 50 minutes. The 20km kayak was an out and back with only a GPS coordinate to follow. A direct route was not possible because amongst the thick smog there were fishing net farms that rose up to a metre from the water surface in all directions. Seeing other teams heading back gave plenty of motivation to crank up the intensity and catch a few of them before the end of the stage.

- Inline skate, mountain bike, stair run and abseil
20 km inline skating was next. Seen as an unnecessary and random sport by many teams, it was one that only few actually practiced. My technique was not efficient. Next came a 55 km mountain bike stage on a predominantly flat course mixed with road and off-road sections amongst poplar trees, rice fields and along stock banks. Back at the transition area (TA), we then ran 1 km to our hotel, up the stairs (29 floors) to the top and abseiled off. Ailsa was really feeling the impact of her sickness by the end of this and we settled for a long transition. We knew she wanted to finish so we continued on.

- Kayak, ride and run to finish
Next was the 35 km paddle. It was horrifically hot, with compulsory spray decks on. We were out on the water for four hours paddling hard. Apart from the end of the last stage, it was one of the hardest parts of the day for me, it was just too hot. Hands were a soggy blistered mess by the end. For the 60 km evening mountain bike ride, lights were attached. Ailsa was weary and had a few crashes, so we stopped towing her on anything technical and took it pretty easy letting her set the pace. A river crossing up to our shoulders was refreshing for the bodies just past halfway. We came into the final TA for the 40 km run to finish. It was easily the least desirable stage. We started off at a walk but Ailsa kicked it off by running first. Hamish did the navigation with the map (which was a Google satellite picture on a large scale) and Luke and I were on the tow. It was an exceptionally tough run, which we managed to cut down to only 32 km through good navigation.

- Crossing the finish line
After 18.5 hours on the go we finally crossed the finish line at 0030h. It was a huge relief to finally end the day and despite our troubles we still managed 11th place. Iron woman, Ailsa, had proven her toughness well and truly. We were on the bus the following day (straight after the closing ceremony) – on to the next race.

TRAINING OUTDOOR CHALLENGE
The Training Outdoor Challenge was set in a more scenic, less polluted part of China. Although less pollution meant more sun and temperatures of around 36 degrees, with high humidity.

EVENT STAGES

Day 1: 2 km run, 8 km biathlon, 35 km mountain bike, 9 km kayak, 500 m run.
Day 2: 200 m swim, 12 km kayak, 36 km mountain bike, 2 km run, 500m swim, 7 km run.
Day 3: 24 km mountain bike, 2 km run, 11 km kayak, 13 km mountain bike, 8 km run.

- Placings over three days
We achieved second place on day one, first place on day two and third place on day three. This was most mentally demanding racing I’ve ever done and had me nearly collapsing over the finish line each day. Fresh air in New Zealand never tasted so good on return. A busy event schedule means a few days rest then back into training ASAP.

More information
To find out more and read about upcoming events, visit my blog:
www.spmanson.wordpress.com

LAC Sam Manson leading the charge in stage one of the Suqian Luoma Lake International Quadrathlon. Team mates also pictured, Luke Osborne (yellow cap), Hamish Fleming (distant), and Alisa Rollinson (multi-coloured cap).
International Sport

RNZAF RANK WELL IN TRIATHLON WORLD CHAMPS

VALUE OF INTERNATIONAL SPORTSPEOPLE IS GOLD

According to W/O Tony Katting, a project officer reviewing sport in the RNZAF, the collective achievement of Air Force’s international sportsmen and women is gold. “I think it’s important to highlight their achievements and celebrate in their success. We have a lot of sportspeople competing in a wide range of sports at the international level. During the day, they go about their military tasks like every other serviceperson, but after hours they’re training to compete at a very high level.”

Some of our international sports stars

- CPL Grete Nuralli, netball. Samoan representative. South Pacific Games and Netball World Cup competitor.
- FLT/Lt Kirsty Calman, triathlete. New Zealand representative in World Long Distance Triathlon Championships and regular half-Ironman and Ironman competitor.
- LAC Sam Manson, multisport and adventure racing athlete. Competes at both the national and international levels.
- FGOFF Adam Palmer, multisport and adventure racing athlete. Competes nationally and internationally.
- F/S Ross Wilcock, triathlete. Representative in Ironman World Championships.
- SQNldr Graham Bernnard, triathlete. National and international Ironman representative.
- AC Shenea Whakarau, tae kwon do. Under 18 female champion and international tournament medal winner.
- FLT/Lt Liana Costello, triathlete. New Zealand representative and world champion.
- Chaplain FLT/Lt Ken Diekema, ultimate frisbee player. National and international competitor.
- CPL Amy Gardiner, small-bore shooter. Competes at both the national and international level. Medal winner at the Oceania Games. Winner of the RNZAF 141 Flight Trophy for outstanding individual sporting achievement in 2008 and 2009.
- AC Wairakau Greg, women’s rugby sevens player. National champion and international series qualifier.
Equity

This year’s RNZAF Women’s Development Forum was held at the new Multi Function Centre (the new Air Movements Terminal) at RNZAF Base Ohakea in late September. Around 140 people attended the Forum, including members of the RNZAF, the wider Defence community, government agencies and industry partners.

WOMEN’S DEVELOPMENT FORUM TACKLES FIVE KEY THEMES

By SQNLDR Bernadette Pothan

The RNZAF is viewed as a leader in diversity within the NZDF – in part due to our continued focus on embracing diversity and innovation and maximising the potential of all personnel within the RNZAF.

FORUM OVERVIEW

This year’s Forum had the explicit aims of: reflecting on our progress; sharing best practice and celebrating our successes; learning from others; fostering collaborative networks; and celebrating diversity and inclusion. Its key theme was ‘Realising Potential – be it yours or someone else’s’.

CAF opened the Forum with an inspiring speech that showed the audience that he gets the need for a fully inclusive and diverse workforce. Throughout the rest of the first day we received updates about initiatives that are occurring in this space.

We heard from Mr Greg Claridge from the Ministry of Defence (MoD) and our own SQNLDR Becs Maynard. They provided an update on the last year’s Defence review called Maximising Opportunities for Military Women. We also heard from FLTLT Jules Gilligan, who attended the Women in Emergency Services, Enforcement and Defence Leadership Summit, and from Dr Ella Kahu, MoD, on the Barriers and Opportunities in Recruiting Military Candidates. LTCDR Nina Field spoke about our latest Recruiting Initiatives.

A highlight for many on day one was a presentation from five young leaders from Palmerston North Girls’ High School. They were truly remarkable – having the courage and, importantly, the environment to realise their potential at such a young age.

Day two started with a working breakfast and a creative activity. We then spent three hours with our Forum keynote speaker, Dr Harold Hillman, a clinical psychologist who authored a book titled The Imposter Syndrome. He spent time with us taking about the virtues of authentic leadership and the need for organisations to allow everyone to be their real selves in the workplace. He spoke about how to become a better leader, confident in your own abilities by being true to yourself. We closed day two with a presentation on the ‘Male Perspective’ from W/O Lips Lipsham, followed by some truly stimulating stories from three of our very own talented women, CPL Dessa Rukuwai, Miss Erica Gold, and SQNLDR Cath MacGowan.
Five key themes emerged from the Forum. The first is that Women’s Development Forums are still relevant and important. They allow us to be women. They allow all of us who attend the ‘head space’, the time to reflect and discuss these ideas as the work noise is turned down. They also provide valuable avenues to see role models. These types of Forums allow a section of our workforce to feel valued, empowered, included and therefore willing to encourage others to ‘keep on keeping on’.

The second theme to emerge is that we’re doing well but there are still pockets of resistance about the place. There is some latent resistance to women serving in the military, borne perhaps mostly out of suspicion. Without experiences such as the Forum, our stories don’t get out or have the ability to help others. Therefore as individuals and as an organisation we lack awareness. These pockets of resistance are barriers to recruiting. But, most significantly, they are barriers to retention and pathways to success for women. This negatively effects our operational effectiveness and, unless addressed, will continue to do so. These pockets of resistance directly contribute to women leaving, if not the Air Force, then at the very least their individual units.

The third theme is that our senior sirs actually get it! This explicit support empowers us (all of us) to keep on working in this space. It gives us the courage to move forward, to push through the last vestiges of the barriers to our success. We know our voice is welcome at the table and will be heard. Importantly too, it sets an expectation of how others should behave in our organisation and therefore has a positive influence on our culture.

The fourth theme was that everyone has a part to play! While we have the momentum we all need to pave the way and make it OK for conversations to continue in the workplace. If we as an organisation want to be truly great then we all have to do our bit.

And the last theme was women’s rights are human rights. If we don’t get this right we will continue to look like we do and we will continue to struggle to recruit and retain people. This is fundamentally about delivering on future talent. Quite simply the talent pool has changed and will continue to change. We need to fish from different pools and all the fish we catch need to feel valued and included in our pool, in order to survive.

Final thoughts

This year’s Forum proved to be an exhilarating and refreshing two days that met the initial aims and then some. Watch out for further opportunities for development at a Base level as we gear up for an even bigger, brighter and better 2016 Forum.

Congratulations to LAC Nicolette (Nini) Nanjan for taking out the Best Initiative to Address a Safety Hazard at this year’s NZDF Safety Awards. Nini, from RNZAF Base Auckland, came up with an alternative in high-visibility clothing for personnel in the Main Store – an alternative that was warmer, safer and cost less than the current option. Her chosen option was a long sleeved, high-visibility fleece that could replace the standard singlet, typically worn on top of other clothing. Nini is currently investigating a summer version too. Well done Nini.

NZDF Safety Award overall winner

SGT Glen Abbot was the NZDF Safety Person of the Year for his outstanding work on Personal Floatation Devices in the New Zealand Army.

Defence Careers Launches Webpage for Women

A new webpage for women interested in a defence career is live on the NZDF careers website. It features information on career development, pay, identity, family, news, an image gallery and half a dozen career profiles.

Check it out, at: www.defencecareers.mil.nz/women-in-the-nzdf
SQNLDR Sean Perret flew a Spitfire over Wellington’s National War Memorial in September to pay tribute to the New Zealand airmen who served in the Battle of Britain.

Nearly 130 Kiwis took part in the battle, with New Zealand supplying the third highest number of pilots behind the United Kingdom and Poland.

The annual service marked 74 years since the battle, considered one of the most famous battles of World War II. The Battle of Britain was the first major campaign to be fought entirely in the skies.

More than 100 people gathered at the Dunedin Cenotaph to remember those who took part in the Battle of Britain. Photos: John Cosgrove.
Our Heritage

AIRPOWER AND THE LEGACY OF THE BATTLE OF BRITAIN

By SQNLDR Andrew Rooney

Commemorating the 74-year anniversary of the Battle of Britain is an opportunity not only to remember a famous aerial battle, but also an opportunity to reflect on the value of airpower today.

This year’s Battle of Britain ceremony was particularly poignant because the date also marked the 100-year anniversary of the departure of Otago and Southland troops to WWI. Not everyone associates the Air Force with the First World War. Yet WWI was a catalyst for rapid advances and technological developments in aviation, aircraft and the use of airpower as an element of warfare. It was also a war in which many New Zealand ground soldiers ended up flying for the Royal Air Force.

One of our most noted local examples was Sir Keith Park, a Gallipoli veteran with the Army, who transferred to the Royal Air Force, later becoming an operational commander for the Battle of Britain in WWII.

When WWII broke out there was still much debate about the value of airpower and where and how it could best be utilised. The Battle of Britain was the first campaign fought totally in the air. It signified a change in how air assets could be utilised and it marked the introduction of radar as a tactical asset, illustrating how technology combined with training and tactics could become a force multiplier.

More than 130 New Zealanders fought in the Battle of Britain alongside other Commonwealth personnel – together providing the quality and skill needed in the air and on the ground.

These people – together with legendary command and tactics, the technology of the radar and the Spitfire and Hurricane – resulted in one of the key defining moments of the war, ie, the Germans shifting their attention away from destroying Britain from the air.

At the peak of the air campaign of WWII, New Zealand provided 180 pilots every three weeks. The losses were horrific and many airmen never returned.

WWII provided a turning point, with air power becoming a dominant factor in all major conflicts from that moment on.

Today it is often said that without dominance and superiority in the air, terrestrial-based conflicts become increasingly more difficult and risky, which is why we see the deployment of F-18s into the Middle East as our ANZAC colleague’s first step in disrupting and reducing the risk to land-based elements.

In recent years we, as an Air Force, have not participated in the combat side of air campaigns, but we have assisted with the intelligence, surveillance and reconnaissance elements along with the strategic and tactical lift.

Ours is an important contribution, which deserves acknowledgement – just as we acknowledge all those who served and gave their lives in years past.

REGIONAL WRAP-UP

Regional Battle of Britain events, supported by the RNZAF, were held in Auckland, Tauranga, Hastings, Wellington, Blenheim, Nelson, Christchurch, Timaru and Dunedin. In Auckland, WGCGR Matt Hill and Padre Stu Hight along with members of the Base Auckland Band paraded in support of the Battle of Britain. In Tauranga, WGCGR Rawson attended a ceremony where he also laid a wreath and delivered an address on behalf of the RNZAF. The Blenheim ceremony was represented by SQNLDRs Gasson and Brewer, FLLT Black (Chaplain), WOs Lee and Davies. Christchurch’s Battle of Britain service was held in the atrium of the RNZAF Museum. The main address was delivered by Assistant Chief of Air Force (Operational Support) Group Captain Colin Marshall, who said the commemorations were an important way to remember the New Zealand airmen and women who lost their lives serving their country and whose “families have no Gallipoli to find solace.”
Our People

Many Air Force personnel say the reason they joined was because they wanted to see the world. This sentiment rings true for our aviation refuellers – one of the most deployable trades in the RNZAF. Air Force News sat down with CPL Karl Turner and A/CPL Carol McCauley from 209 Squadron at Base Auckland to talk about life in fuel operations.

A/CPL McCauley has five and half years experience refuelling the aircraft and helicopters on base, on exercise and on deployment. Each day’s work is dictated by the flying programme but the first thing the team do every morning is get the trucks online ready to go.

“On a typical day we’ll refuel the C-130, P-3K2 and B757 aircraft, we also have the Seasprite helicopters and the aircraft used by the parachute training unit. On top of that there are regular visiting RNZAF aircraft to the Base and it’s our job to refuel those as well. It’s pretty busy but we have a good team up here, which makes all the difference.”

It can take up to three years to become a qualified aviation refueller as there are a number of licences and training modules that need to be completed.

“Everyone in the team has either a Class 4 or Class 5 licence to enable them to drive the fuel tankers. You also need to hold a dangerous goods endorsement and an approved handler’s certificate. RNZAF pers complete the international Air BP training modules for fuel; these are the same modules used at commercial airports so the qualification is up there with the best available,” says A/CPL McCauley.

The variety of deployments is a real highlight of the job. One of the team’s primary responsibilities is to be able to set up a deployable bulk fuel installation away from base – a requirement that has taken many of them around the world.

CPL Karl Turner has been with the RNZAF for eleven years. In this time he has been on several overseas deployments including six months in Sinai, six months at Kiwi Base in Afghanistan and most recently two weeks in Antarctica in January this year.

“I spent two weeks in Antarctica leading the small team of refuellers. Our main task was to unload the annual fuel resupply ship at McMurdo station.”
“Storing a year’s supply of fuel on the ice is no easy task. You have to be focussed 110 percent on the job because it’s such a pristine environment. It was a privilege to be able to go to Antarctica – it was definitely one to tick off on my bucket list,” says CPL Turner.

“It was great to work with teams from other nations and share knowledge. We attend this exercise every two years and take turns within the team so everyone gets the opportunity. Working with the jets was a clear highlight for me,” says A/CPL McCauley.

The refuellers are also present at all exercises within New Zealand where aircraft are involved. Typically the Base Auckland team looks after anything north of Taupo with the Ohakea team taking the exercises further south, although working in hybrid teams is becoming more common.

CPL Turner has just returned from Exercises Blackbird and Bluebird at Dip Flat which involved 3 SQN, 6 SQN and HTU.

“We do a lot of hot refuelling on exercise, this means refuelling the helicopters when they have their rotors going. This is a quicker way to refuel the aircraft as it doesn’t have to shut down and then restart again, but it means taking a lot of extra precautions to keep safe, for instance you have to wear more protective clothing that is flash proof, so if anything happened you’d be ok. Health and safety is always front of mind for refuellers.”

Both CPL Turner and A/CPL McCauley agree being an aviation refueller is a great job. So much so A/CPL McCauley recently re-enlisted in the trade after several years away from the RNZAF and CPL Turner trade-changed after first spending 18 months in Air Security.
ON YOUR BIKE:
ASHLEY’S RIDE TO CONQUER CANCER FUNDRAISER

This month, Woodbourne Aircraft Mechanic (in training) Ashley Holt will take part in one of the country’s largest fundraising events for cancer – The Ride to Conquer Cancer. Ashley will join a throng of cyclists to ride 200kms over two days, starting at Ellerslie Auckland Racing Club. The aim of the event is: ‘to do something big about cancer’ by raising money for the Auckland Cancer Society and the Auckland Cancer Society Research Centre. Last year, the event’s inaugural year, 663 riders raised more than $2.1million.

Here, Ashley explains why you should dig into your pocket and donate now.

Q: On 15-16 November you’ll jump on your bike and ride for two days straight to raise money for cancer. Why?
A: I am doing this for my father who lost his life to cancer in 2007 when I was only 12-years-old. He was a hugely positive influence on my early years and I miss him greatly. I also have other family members who have suffered from cancer. My aunt is currently still battling and I wish her all the best.

Q: How much are you hoping to raise?
A: My goal is $2,500. I’m about half-way there – so I’ve got plenty more money to raise. People can donate now by visiting my webpage.

Go to: http://tinyurl.com/ka67h7n

Q: Anything else people should know?
A: Please help me out to raise as much money as I can for this great cause. It would mean a lot to not only me but those still out there battling cancer.

DID YOU KNOW?

- Cancer is the leading cause of death in New Zealand with one in three Kiwis developing the disease in their lifetime
- Annually across the country over 22,000 new cancer cases are diagnosed and over 8,000 people die from the disease
- The Ride to Conquer Cancer 2014 is New Zealand’s second-ever ride
- In three years The Ride raised over $44.2 million for cancer centres across Australia
- The annual two-day, 200km journey draws thousands of participants, hundreds of crew members, volunteers and brings together communities of survivors, cyclists and supporters who train and fundraise for months to participate.
A crowd of 60 Air Force personnel gathered at Base Ohakea last month to commemorate SGT Grant Sutherland’s passing last year – and to handover his fully-restored little blue bug to his wife and family.

SGT Grant Sutherland, a Safety and Surface Technician nicknamed Grunta, died of cancer in August last year. He died before he could fulfil his dream of restoring his 1956 VW Beetle and passing it on to his six children.

When Grant’s Air Force mates learned of his terminal cancer, they offered to raise the money and put in the work needed to finish his restoration project.

On 18 September, SGT Trevor Riddle, who led the fundraising and restoration effort along with his wife CPL Erica Riddle, handed over the keys to the beetle to Grant’s wife Desiree.

“For us, the hand over was a wonderful opportunity to reflect on completing Grunta’s dream of having the coolest beetle around for his family and to show the support of his Air Force family,” says Trevor.

Grunta’s VW Restoration Project took 16 months to complete and raised $11,300 through givealittle.co.nz, the project’s Facebook page and other fundraising events. Donated and discounted parts, labour and services came from people all over New Zealand, including:

- Tom Ditchfield, Wanganui
- Shaun Terry Upholstery, Wanganui
- Restorations Unlimited, Wanganui
- Volkswagen Bugs and Buses, Wanganui
- Qualitat European motors, Auckland
- Amco Repco New Zealand
- Blackwoods Protector New Zealand
- Chris and Jen Ross, Ohakea
- Paulette Morton, BWF Ohakea
- MSS Ohakea
- FS Combridge, Ohakea.

A big thanks to everyone who contributed.
The RNZAF proved our people are some of NZDF’s strongest and fittest at New Zealand’s first-ever military CrossFit championship.

Sixty competitors from Navy, Army and Air took part in the one-day event held at Base Ohakea in October. Competitors took part in a series of high-intensity workouts throughout the day and were scored according to shortest completion times and/or the number of reps completed in a single heat.

RNZAF’s SGT Aaron Oxenham came second in the RX Men’s category, while Matt Andrews took out the same title in the Scale Men’s category. SGT Josey Orum came third in the scaled ladies section. SGT Hodges was the best-of-the-best in the men’s beginner section.

Congrats to everyone who took part – great effort.

Organiser SQNLDR Lee Bradford says it was a brilliant, fun day, although he’s after a better turn out next year. He also reckons CrossFit is great way to stay fit. “It gives you flexibility and strength, as well as a quick, challenging daily workout.”

### RESULTS

#### RX MEN
1. Chris Gibbs – Army
2. Aaron Oxenham – RNZAF
3. Mark Dunn – Navy

#### RX LADIES
1. Darci Brostow – ex Army
2. Tanz Pahulu – ex Navy
3. Jane Robertson – NZDF

#### SCALE MEN
1. Adam Morgan – Navy
2. Matt Andrews – Air Force
3. Dom Wells – Army

#### SCALED LADIES
1. Tyler Simeon – Navy
2. Hannah James – NZDF
3. Josey Orum – RNZAF

#### BEGINNER MEN
1. Nathan Hodges – RNZAF

#### BEGINNER LADIES
1. Stacey Rasmussen – invited civilian
2. Liana Wellington – Navy
3. Aroha Treacher – invited Maori TV presenter.
On 30 September, LAC Jessica Hicks boarded the Spirit of New Zealand as part of a 10-day youth development voyage from Auckland to Napier. “Every morning at 0600 we were up on deck warming up to jump into the ocean for the morning swim. Sailing from Auckland to Napier, we saw Waiheke Island, Great Mercury, Donut Island, Tolaga Bay and White Island – and rowed ashore at Mercury Island and Tolaga Bay to explore, walk and play beach games. Taking part in this voyage has definitely been one of the best experiences I’ve had.”

GSE Mechanics Mr Richard Burn and AC Ryan Smith stop for lunch at Waiwera.

GSE Mechanics, Mr Richard Burn and AC Ryan Smith stop for lunch at Waiwera.

Students of Red Beach School.

GSE Fundraiser For Variety

18 vintage vehicles, 3 days, 335 kilometres, and 6 school visits - four Ground Support Equipment (GSE) Mechanics donate their time and expertise to support the Trillian Variety Mini Bash 2014 fundraising event held in mid-October.
WEEKEND EVENT TO MARK 50 YEARS OF PARACHUTE TRAINING

In March 2015, the Parachute Training and Support Unit (PTSU) will celebrate 50 years in the NZDF with a weekend event at Base Auckland.

All serving and retired personnel with direct involvement in the PTSU are welcome to attend, including Parachute Jump Instructors, Air Troop, S&S Riggers and anyone who has strapped a service parachute to their back.

The event, held from 27 – 29 March, will feature equipment and parachute descent displays and a formal dinner. Merchandise will also be available for purchase.

To register interest attending, contact SGT Paul ‘Lucky’ Lennox at paul.lennox@nzdf.mil.nz. Keep up to date at www.facebook.com/PTSU.50

HISTORY OF THE UNIT

The Parachute Training Unit was established in March 1964 under the command of FGOFF Bob Davidson. It later became the Para-drop Training Unit in 1965 until it was finally named the Parachute Training and Support Unit in 1967. Technically, 2014 was the year of the unit’s 50th, however, due to other commitments the unit will celebrate 50 years in March next year.
NEW WWI COMMEMORATIVE CENTRE PLANNED FOR CHRISTCHURCH

A new WWI commemorative centre is planned for Christchurch to honour war veterans and the staff who cared for them.

The new centre, based at Rannerdale Veterans’ Care residential facility, will open to the public from December. The Centre is being set up to engage and educate the community and schools about WWI, Rannerdale’s role in caring for veterans and to demonstrate the impact WWI had on the community.

ABOUT RANNERDALE

All the original residents at Rannerdale were young or middle aged men, who were permanently physically disabled as a result of injuries from their active service. Men came to live at Rannerdale to receive specialist care for their disabilities, providing their families with respite while they came to terms with their changed lives. The men returned to a changed Canterbury after the war, but the Canterbury community embraced Rannerdale and rallied around the men who lived there. Annual fundraising fetes were held in the grounds, country houses offered accommodation and seaside holidays to Sumner provided a change of scene.

As troops arrived home, it became evident that specialist care and support was needed for many of the men. The Patriotic Fund (now the Returned Serviceman’s Association), Lady Liverpool Fund and other local charities provided the initial funds to develop Rannerdale and it was staffed at first by the Red Cross. A number of homes were established throughout communities in New Zealand, however only two remain – Montecello in Dunedin and Rannerdale in Christchurch.

To contribute photos or stories, email Karen Shepard at karen@takahesolutions.co.nz

For more information, check out:
- www.rannerdale.co.nz
- www.facebook.com/Rannerdale100
- www.ww100.govt.nz/rannderdale-world-war-one-commemorative-centre

OBJECT OF THE MONTH

Early World War I German infantry leather waist-belt complete with Imperial Prussian brass buckle with ‘GOTT MIT UNS’ (‘God with us’) crown and laurel leaf nickel face plate. Belt is stamped with the location of manufacture (Danzig) but manufacturer’s mark and date are illegible. As worn by enlisted men/Non-Commissioned Officers.

This belt was likely a souvenir owned by a New Zealand serviceman, presumably in the Royal Flying Corps or Royal Naval Air Service, but the exact circumstances surrounding its acquisition and subsequent return to New Zealand are unknown. From the Flight Lieutenant GC Salt collection.
On October, a 5 Squadron P-3K2 Orion aircraft and crew departed RNZAF Auckland at Whenuapai for overseas deployment. The aircraft and crew will replace the aircraft and crew who have been carrying out anti-piracy operations for the last few months.

Welcome home to our P-3K2 Orion aircraft and crew from 5 Squadron. The crew returned from anti-piracy patrols overseas last month.

Parliament opens with a flypast of aircraft

This year’s formal opening of Parliament featured a flypast of three RNZAF NH90 helicopters and vintage aircraft. Governor-General of New Zealand Lieutenant General Sir Jerry Mateparae opened the first session of the 51st Parliament of New Zealand on Tuesday 21 October. The ceremony referenced the upcoming Centenary of the First World War with the wearing of poppies and by including vintage aircraft in the flyover. Officers in attendance included Chief of Defence Force Lieutenant Tim Keating, Chief of Navy Rear Admiral Jack Steer, Chief of Army Major General Dave Gawn and Acting Chief of Air Force Air Commodore Andy Woods.

Fight night raises more than $10k for KidsCan

More than 500 Air Force personnel and their families packed the Ohakea gym for this year’s fight night charity event, raising money for disadvantaged Kiwi kids. Eighteen personnel took part in the event.

(Pictured) The only pilot in the fight, SqnLdr Graham “The Hammer” Burnham (red shorts) won a close battle against fireman CPL Trevor “The Dogpound” Mills.

Final Five an awesome achievement for CPL Nelson

A big congratulations to CPL Louise Nelson, who made it to the final five in the Miss Universe New Zealand pageant held in Auckland. CPL Nelson, a helicopter crewman at Base Ohakea, was up against 24 other contestants in the final five-day event. Competitors were scored according to their performance during a five-minute interview, modelling skills, their social media profile and their popularity with the voting public.
Before there were drones, satellites and cyber espionage, getting visual information about enemy targets was an extraordinarily risky business.

Armed with cameras precariously mounted in Spitfires and Mosquitoes, intrepid souls flew reconnaissance missions in broad daylight over hostile territory, time and time again. The intelligence they gathered had a huge impact on the way the war was waged and its outcome.

World War Two From Above retells the fascinating and, until now, little known story of the battle waged by Allied and Axis spies in the skies to obtain accurate aerial intelligence during the Second World War.

Featuring dozens of eye-catching aerial reconnaissance photographs drawn from the archives of all the major fighting powers, the accompanying narrative sheds light on the daring pilots who risked death to shoot these photographs and the photographic interpreters who pioneered a totally new science to reveal the secrets they contained. Inspiring and informative chapters focus on particularly crucial WWII operations.

Examples include the aerial reconnaissance that led to the airborne assault on the Italian fleet at Taranto; the hunt for the supposedly unsinkable German battleship Bismarck; and the Dam Busters’ raid on the Ruhr dams. The final section focuses on the end of the war with the D-Day landings, V-Weapons, the firestorm raids on Tokyo and the dropping of the first atomic bombs on Japan.

A perfect gift for Christmas, World War Two From Above, captures a fresh and enthralling perspective, not just on the conflict itself, but on the way in which the war impacted the development of aviation and photography.

ABOUT THE AUTHOR
Jeremy Harwood studied history at Christ Church, Oxford, where he won an Open Exhibition and, in his final year, was awarded the Sir Keith Feiling Memorial Prize as the top history undergraduate of his year. After graduation, he worked in publishing for many years before becoming a full-time author. World War Two From Above is available from www.exislepublishing.co.nz and wherever good books are sold. RRP $44.99.

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NEW RSA FOR ALL NEW ZEALANDERS
A new national association has been launched by the Royal New Zealand Returned and Services Association (RSA), providing an opportunity for all New Zealanders to become a member of the movement. Launched at a ‘pop-up’ RSA in central Wellington, the new National Association makes it possible for Kiwis to join even if they don’t live near an RSA club and regardless of family or service connections to the military.

To find out more:
• https://rsa.org.nz/join
• @RSA_National (RSA on Twitter)
• Facebook RSA National.

AIR DISPLAY SEASON TO KICK OFF IN JANUARY
Mark 16 January 2015 in your diaries – it’s the date the 2015 air display season kicks off. The following events, supported by the RNZAF, are planned for this year’s air display season.

• Wings over Wairarapa, 16 – 18 January 2015
• Waitangi Day 175th Anniversary, 6 February 2015
• Classic Fighters Omaka, 3 – 5 April 2015
• ANZAC Day 100th Anniversary, 25 April 2015

2015 AIRSHOW TO HONOUR ANZACS
The Australian International Airshow 2015 will pay tribute to Anzac and the heroes of military aviation.

Airshow CEO Ian Honnery said it promises to be a once-in-a-lifetime aviation spectacular. “It will be an emotional and moving tribute to our brave aviators, the heroes of the sky, over the past 100 years, from Gallipoli to the present day. We will honour their bravery with a series of memorable ground exhibits and flying displays.”

The Airshow consists of four trade days and three public sessions. It will be staged at Avalon Airport (Vic) between 24 February and 1 March with the final three days, 27 February to 1 March, open to the public.

To find out more: www.airshow.com.au

TERRIBLY SORRY!
In the October edition of Air Force News we made a couple of clangers. We incorrectly attributed the NZDF Pacific Island Fono story on page 27 to Anisiata Soagia-Pritchard who sent the story in. It should have said ‘By LAC Deen Ah Lam.’ Sorry about that.

We also used incorrectly captioned a photo in an article on the Well Done Awards. Both pictures were of CPL Shaun Drumm, when there should have been a picture of CPL Scott Jaggard too. We apologise for the error.

BOOK REVIEWS

WORLD WAR TWO FROM ABOVE
By Jeremy Harwood

Before there were drones, satellites and cyber espionage, getting visual information about enemy targets was an extraordinarily risky business.

Armed with cameras precariously mounted in Spitfires and Mosquitoes, intrepid souls flew reconnaissance missions in broad daylight over hostile territory, time and time again. The intelligence they gathered had a huge impact on the way the war was waged and its outcome.

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World War Two From Above is available from www.exislepublishing.co.nz and wherever good books are sold. RRP $44.99.
Avro Lancaster Mk. VII NX665

Avro Lancaster Mk. VII NX665 was delivered to the RAF in 1945 too late to see active service.

In 1950 it was one of 50 aircraft transferred to the French Aéronavale as WU13 fitted out for maritime patrol work.

Following service over the Atlantic and Mediterranean, WU13 and two sister Lancasters were based in New Caledonia until 1964.

Following an approach by MOTAT founders, WU13 was flown into RNZAF Whenuapai in May 1964 and moved to the MOTAT site at Western Springs.

After some years of storage outside, the New Zealand Bomber Command Association took on the job of housing and completely restoring this aircraft as a permanent memorial to all those who served with the command.

The aircraft has been configured and was recently painted to represent a Lancaster Mk. III NE181 JN-M The Captain’s Fancy of RAF Bomber Command.

This represented aircraft was built in 1944 and completed 101 operations with No. 75 (New Zealand) Squadron.

After many hours of restoration the aircraft is housed at MOTAT and has been returned to pristine condition.

NZDF CAREERS: HOW TO APPLY

How many times have you been approached or asked how someone goes about applying for a career with the New Zealand Defence Force (NZDF)? Unsure on how it all works now? This article will hopefully answer some of your questions and provide you with enough information to guide people who are considering a career with us.

WHERE TO FIND OUT ABOUT NZDF CAREERS:

Our website www.defencecareers.mil.nz is the first place to start. It covers career choices, lifestyle and entry requirements such as fitness.

WHO TO CONTACT:

Our Defence Recruiting Organisation (DRO) recruits for all three services – Navy, Army and Air.

NINE STEPS OF RECRUITMENT – A GENERAL GUIDE

Step 1: Decide on a career choice
Step 2: Apply online using the Defence Careers website
Step 3: Be assigned a candidate coordinator responsible for keeping candidates updated on the application process and what to do next
Step 4: Initial health and police check (background check – no action required by candidate)
Step 5: Assessment day, includes an aptitude and fitness test
Step 6: Interview
Step 7: Selection board
Step 8: Full medical, followed by an Offer of Service and an induction (information) evening/day
Step 9: Commence training.

In nine steps of recruitment – a general guide
Avro Lancaster Mk. VII NX665 : Tech Specs

First flight (Mk. I prototype) 9 January 1941

Crew 7
Passengers 0

Powerplants 4 x 1,620hp Rolls Royce Merlin 24 engines

Speed 275mph

Range (Aéronavale conversions) 1,800m

Wing span 102ft 0in
Length 69ft 4in
Height 20ft 6in
Loaded Weight 68,000lb
28 ROLES.
ONE BIG
WHANAU.

STEP UP AND SEE WHAT YOU CAN BE

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