END OF AN ERA
FOR CT-4E AIR TRAINERS
KIWI KORU IN Taranaki
2014 – A YEAR IN REVIEW
MERRY CHRISTMAS FROM RNZAF
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
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• photos provided separate from the text – at least 300dpi.

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LEFT TO RIGHT: PLTOFF GLENN BLAY, PLTOFF DAN
GARNETT, FGOFF EMMA TAYLOR AND PLTOFF GREG
CHALMERS. PHOTOGRAPHED AT WOODBOURNE. REFER
TO PAGE 8 FOR MORE ON THE CT-4E FLYERS.
Last Word for 2014

LAST WORD FOR 2014

By LTGEN Tim Keating, Chief of Defence Force

Looking back at 2014, I have a great sense of pride in the way we as a Defence Force have met head on the opportunities and challenges we faced.

It is all down to the efforts of you, the service people and civilians who make up the New Zealand Defence Force. And of course we couldn’t do what we do without the support of our families and whānau. Thank you for your commitment, dedication, courage and sacrifice.

The end of 2014 will provide for many a much needed opportunity for respite and time with family and friends, but I know that some of you in the Defence Force will still be conducting missions or on standby in and around New Zealand.

Many of you are a long way from your loved ones, and are working in harsh climates and inhospitable places. Many others will be at work supporting the efforts of those who are deployed. Your commitment reflects the pattern of 2014 where you have served in a variety of tasks and areas that our Defence Force mission demands. These include major international exercises such as RIMPAC, assisting in many Search and Rescue efforts, including the search for MH370, and supporting other government departments and those around the world that require your unique skills to bring hope, peace, security and protection.

Standing behind those at the ‘front line’ is, of course, a massive Defence Force team of Regular Force, Reservists and Civilians who make sure every aspect of our organisation runs well. It is together that we succeed in tasks like these, demonstrating our professionalism and delivering to exceptionally high standards.

Christmas and our summer holidays are traditionally a time where we try to pause from the pace of our roles, renew bonds with friends and family, relax a little, reflect on our own lives, and assess where we are and where we are going.

I encourage you, if you can, to take the opportunity to have some time off. Take some time to reflect on what you have achieved in 2014 and what 2015 holds.

For those reflecting on the past year, know that your contribution is both valued and valuable. And remember that our service does not recognise the boundaries of geography, season or environment; it does not always give notice of intention nor make allowance for rest and respite.

You are special people who serve selflessly and put the needs of the mission before self interest. In so doing, you serve as a Force for Good, for New Zealand and the world.

Together we are A Force For New Zealand. 🎄

Nga mihi o te wa me te tau hou
A merry Christmas and a happy New Year.

MERRY CHRISTMAS FROM CAF

By AVM Mike Yardley, Chief of Air Force

2014 is rapidly drawing to a close and it has been a fantastic year for the Air Force.

We’ve done so much this year that we should be proud of, including the search for MH370, supporting the Royal visit to New Zealand by the Duke and Duchess of Cambridge and Prince George, deploying the NH90s to Exercise Blackbird for the first time, and contributing to the NZDF and New Zealand’s transport and logistics requirements; our commitment to operations in the Gulf of Aden continues and we supported numerous government agencies by conducting regular patrols of our Exclusive Economic Zone, and to cap it all off, our new pilot training aircraft arrived at Ohakea.

The routine, or day-to-day tasks that enable these contributions are extremely important. None of this would be possible without a committed and passionate workforce; working together to ensure their fellow service men and women can effectively do their job, often behind the scenes and with little recognition. Our ability to conduct operations, often at short notice and with limited resources, is proof we have a ready and resilient workforce.

The New Year will start at a high tempo with our support to Antarctica under way, our reformed 14 SQN, a new Base command structure and new Seasprite helicopters arriving in January. I’m looking forward to seeing Air Force leading from the front by making a valued and essential contribution both at home and abroad. We have extremely talented personnel and I know you are all passionate about being a Force for New Zealand.

Like Navy and Army, the Air Force will have personnel deployed over Christmas and I know how difficult it is to be afar from family and friends during the holiday season. Please know that your efforts are appreciated by me and all of NZDF.

I hope you manage to have some time out over the Christmas period. It is important that we all get a break, even if it is only short. 🎄

Stay safe and have a merry Christmas.
My fifth priority focuses on the Defence Force being the Force for New Zealand it should be. Without strong leadership, solid governance and improved management across the organisation, I do not think we can fulfil our future.

As Defence Force men and women, we do not have ordinary days in the office: our day-job is serving New Zealand. Our people do their job well because we prepare, train and lead to win in any environment. But some of these environments are not on the battle field, on exercise or in another country. They are here in New Zealand where we actively contribute to the defence and security of New Zealand and our country’s economic and social well-being through strong leadership and working with our partners in the public and private sectors.

As a professional force we set ourselves high standards and it is here that strong leadership is paramount. We all have a leadership role to play within Defence, within New Zealand’s government and security communities and within the global context as well. Everyone must own issues, make decisions and be accountable and responsible for the outcomes.

Government is looking to our people plan to give it confidence that we have a pool of bright young men and women with the right talents to be future leaders and that they are able to meet the challenges of organisational leadership and can drive our Defence Force towards a bright future.

To make sure we are on target, I will be establishing development opportunities, a succession planning model and a competitive selection processes that will ensure Defence will have credible and viable candidates for all future senior positions.

These future leaders will guide our people as they do their day-job – responding to natural disasters; participating in search and rescue; protecting our maritime resources; disposing of explosive ordnance; supporting conservation efforts; counter-terrorism planning and training; deterring unwelcome intrusions within our region; and protecting our trading routes.

The strength of our future organisation will, of course, not rest solely on the backs and brains of our people but also on the quality of our management and solid governance processes. We need rigor and oversight of our day-to-day activities and we need our projects to successfully deliver and implement positive outcomes.

We gained the confidence of government when we conducted the Defence Mid-Point Rebalancing Review, which resulted in additional operational funding. I want to increase that confidence.

To do that, we must understand what is the best operating model for the future. The upcoming Performance Improvement Framework Review will show us where we need to work harder, it will highlight questions around affordability of our proposed actions and it should help us bring forward decisions as we will have concrete evidence and solid processes to back them up.

Finally, the programme of activity called ‘Kotahitanga’ currently under way at headquarters is about the Defence Force Leadership Board and me achieving greater unity of purpose, work and outcomes across the Defence Force. Priority Five is one piece of a larger jigsaw puzzle we are continually striving for excellence on.

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 2013

Priority one, the single plan, is already under development, with our new four-year plan to be released soon.
C2 PROGRAMME UPDATE

By WGC DR Shaun Sexton

The RNZAF is currently undergoing a period of change, which once completed early next year, will improve our Air Force’s ability to manage air operations and deliver mission success for NZDF and New Zealand.

The changes being made will enhance our unity of command and unity of purpose, both at our Air Bases and within Air Staff at HQNZDF.

In recent years the RNZAF has focused on two important outcomes in addition to operations – improving airworthiness and introducing our new and upgraded fleets into service. This has consumed a lot of people resource, but we are now in a position to turn our focus to ensuring our resources, and those of the people who support us, are targeted towards the conduct of our core tasks.

This Command and Control (C2) improvement programme will help all RNZAF personnel work better together to deliver on both CDF and CAF’s intent.

As this issue of Air Force News goes to print, the programme is well advanced, although some finer C2 design details remain a work in progress. A number of personnel have participated in workshops to develop the new organisational structure and to ensure the tasks required to implement the changes are actioned both within the RNZAF and among various arms of NZDF.

“Change is the law of life and those who only look at the past or the present are certain to miss the future.”

John F Kennedy

CDF wants us to have strong leadership and solid governance. CAF’s annual directive states success can only be achieved through combined leadership and management excellence. The C2 programme delivers on this intent by changing the way RNZAF Bases are commanded and re-focusing air staff.

The base commanders – group captains at Auckland and Ohakea and a wing commander in Woodbourne – will be responsible for unifying effort across their base to achieve the RNZAF and NZDF mission.

However, they will not command all units on their base because many elements are supporting agencies working to central NZDF commands. Reporting lines will alter for many Air Force personnel, but in most cases their duties will be unchanged.

Commanders need the tools and authority to execute their tasks but importantly they must be accountable for outcomes.

The Auckland and Ohakea Base commanders will have a headquarters organised using the continental staff system to effect their C2 responsibilities. They will have greater operational control over the execution of flying activities and more tools to effect control, than the Officers Commanding 488 and 485 Wings currently have.

The planned C2 changes will also result in the disbandment of No.209 Squadron as it is currently constituted. This was a difficult decision given the sterling service the unit and its personnel have provided over many years.

The various elements making up No. 209 Squadron will be moved under command of the base commanders and their tasking will be controlled by the respective base HQs.

Discussions with No. 209 Squadron have been under way for some time now and these units have been involved in shaping how the RNZAF will be organised.

The RNZAF conducts missions almost every day of the year, either in New Zealand or overseas, on deployment or exercise.

The C2 programme will create a better environment for all RNZAF personnel because unity of effort will increase, everyone will be focused on the tasks required to complete our mission.

The organisational changes will begin to come into effect on 20 January 2015, with full implementation planned for 2 March 2015.

While the implementation process is challenging, these organisational changes will enhance the delivery of RNZAF air operations and ensure the RNZAF remains a relevant organisation that continues to be a force for good for New Zealand well into the future.
International Mentoring Award

AIR FORCE NAMED WORLD LEADER IN EMPLOYMENT MENTORING

The RNZAF is the first military in the world to be awarded gold accreditation for its mentoring programme by the International Standards for Mentoring Programmes in Employment (ISMPE).

The RNZAF received the gold accreditation after a lengthy evaluation process culminating in a visit to Base Auckland by the Chairman of ISMPE, Professor David Clutterbuck, who conducted the final assessment and recommended the gold standard. RNZAF received a pass of 97.5 percent, a score of 95 percent or higher is required to meet gold.

“I was impressed with the high quality mentoring programme in place at the RNZAF and the gold standard is well deserved. In assessing the RNZAF, I found they have strong processes, a high level of ethics and pastoral care, the mentors and mentees are not only committed at the highest level but also well supported and the programme is delivering measurable benefits,” said Professor Clutterbuck.

International accreditation was in the pipeline as a stated “possible future opportunity” from July 2009. With Professor Clutterbuck (audit assessor) in the country in late October, this opportunity was committed into a specific goal in March this year.

Work then began in earnest with the oversight of the New Zealand Coaching and Mentoring Centre to get the programme policy and processes to a top-quality standard that would make accreditation possible.

“The aim of the programme is to provide everyone in the RNZAF the opportunity for personal growth through mentoring.”

F/S Colin Edie has been involved in the mentoring programme since its inception in 2008 and is proud of everyone’s work to get mentoring to this point.

He says the appointment of W/O (Res) Viti Flanagan to the part-time role of national coordinator, helped focus the efforts of everyone working on the programme and allowed the gold standard to be achieved.

“RNZAF has been very supportive of what we want to achieve with mentoring, senior leaders have specifically asked us what we need to reach our international accreditation goal. Being awarded the gold is very rewarding and it was a big team effort to make it possible,” said F/S Edie.

FLTLT Kylie Upton has been involved with the programme on both sides of the fence, first as a mentee, then mentor, then a key member of the Mentoring Advisory Team (MAT) taking on the initial role of coordinating the accreditation process.

She says the relationship between mentor and mentee is outside of the chain of command and is normally formed outside trade groups. This provides independence from the military career reporting system—an approach that is forward-thinking for an organisation where rank and command chain are critical foundation factors.

“The aim of the programme is to provide everyone in the RNZAF the opportunity for personal growth through mentoring.

“To date about 550 personnel have participated in the programme over the past seven years. The majority of mentees are from the junior ranks but we are looking at ways of better supporting more senior Air Force pers, this might include going outside the organisation to find an appropriate mentor,” said FLTLT Upton.

Both FLTLT Upton and F/S Edie agree the positive feedback from the mentees makes the programme worthwhile.

“Seeing people achieve their goals, feel good about themselves and develop professionally is so rewarding. It is true that happy people equals a productive workforce,” said FLTLT Upton.

“The programme’s success has relied on individuals giving up their time to make the programme work. We are pleased to now be in a position where we can move to solidify the programme so when people change postings or leave the RNZAF, the programme will still continue to function in the same way. I’m very proud of everyone who has enabled us to get to this point,” said F/S Edie.
ICE SEASON UNDER WAY

The RNZAF season of ice flights has kicked off with the first C130 arriving at Pegasus Airfield in Antarctica on November 30. The aircraft was carrying 30 passengers and 12,850 lbs of freight.

“The RNZAF ice flights contribute to the Antarctica New Zealand and United States Antarctic Programme Joint Logistics Pool, ensuring the personnel on the continent have everything they need to get through the season. Commander Joint Forces New Zealand Major General Tim Gall said that the ability of the New Zealand Defence Force (NZDF) to provide personnel with special skill sets means the organisation can make an important contribution to the New Zealand and United States Antarctic Programmes.

“At its summer peak, Operation Antarctica is our biggest mission. Around 220 personnel make up a Scott Base Support Team, carry out light engineering tasks, refuel aircraft, work as stevedores and drivers for the supply ship offload, and carry out cargo and passenger handling at Harewood Terminal in Christchurch.”

The flight itself takes around seven and a half hours and good weather is crucial, said aircraft co-captain SQNLDR Matt Ferris.

“The Antarctic region provides one of the most challenging environments for our crews to operate in. We have extensive training programmes to ensure we’re well prepared for the operating season, focusing on areas such as cold weather operating procedures and crew decision-making.”

The RNZAF will provide a further three return flights for the Joint Logistics Pool this season.

INTEGRATED MILITARY POLICE UNIT LAUNCHED

This month, NZDF launched a new integrated military police unit for all three services – Navy, Army and Air. The new unit integrates the key policing functions of NZDF and is led by NZDF Provost Marshal GPCAPT Peter Cowan and Commanding Officer CDR Peter Kempster. The Provost Marshal’s intent is to develop prevention-based policing strategies to enhance the safety of NZDF communities. The unit will adopt a community policing approach to camps and bases, looking at opportunities to work more collaboratively with other support groups and to work with victims of crime.

AIR FORCE CHIEFS MEET FOR ANNUAL CONFERENCE

In November, the RNZAF hosted this year’s Air Chiefs’ Conference for New Zealand, Australia, Canada, the United Kingdom and the United States.

Chief of Air Force, Air ViceMarshal (AVM) Mike Yardley says hosting the annual event and meeting with his counterparts provides an important connection. “The discussions at this meeting always have great benefits, for all of us. Each Air Force goes about its business in its own way, but there is also extensive common ground. We have much to learn from one another as modern Air Forces.

He says: “We all meet regularly in exercises around the globe and we have other connections such as meetings of subject matter experts and exchanges at all levels of our operations. This meeting bringing together Air Force leaders builds on those day-to-day relationships.”
SQNLDR Ben Stephens learned to fly in the New Zealand-made CT-4E more than 15 years ago. He’s taught countless others to fly in the CT-4E as a qualified flying instructor at Pilot Training Squadron (PTS).

In December, he led a formation of five aircraft around the Manawatu to recognise the end of an era for the RNZAF. The final formation flight of five CT-4Es recognised the end of the aircraft’s service with the RNZAF after a fleet of 13 were introduced to the Pilot Training Squadron in 1998.

Starting next year, all ab-initio pilot training will be carried out in the RNZAF’s new T-6C Texan II aircraft.

“It was great to be part of the final formation flight,” says SQNLDR Stephens. “For me, it was important to recognise the contribution of the aircraft and to share the experience with the PTS team.”

In November SQNLDR Stephens joined a group of 14/1 Wings Course students, instructors and pilots who took the fleet on the last mission week to the South Island.

The wings course students drew on their newly-gained formation flying and navigation skills to achieve sorties based on military mission scenarios.

“We were also able to consolidate valuable captaincy time for the two PTS line pilots and conduct refresher flying for a navigator who is soon to be posted to 40 Squadron to complete conversion to the Hercules.

“The mission week itself, and the diversity of people we had on it, shows the different ways we’ve used the CT-4Es over the years.

“It’s the end of an era, for sure, and it’s goodbye to a long-serving aircraft.”

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ON A MISSION: In November, 11 Air Force personnel took the CT-4E fleet on a final five–day mission to the South Island. They were:

- Wings students PLTOFF Glenn Blay, PLTOFF Greg Chalmers and PLTOFF Dan Gannett
- Navigator FGOFF Emma Taylor
- Line pilots FGOFF Richard Raven and FGOFF Dan Walker
- Instructors SQNLDR Ben Stephens, SQNLDR Anthony Budd, FLTLT Wal Thomson, A/FLTLT Matt West and FLTLT Ben Woodhouse.

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FAST FACTS ON THE CT-4E

- Introduced from 1998 to replace the CT-4B model
- Hamilton-made by Pacific Aerospace Corporation Limited
- Two-seater training aircraft (ab-initio trainer) with a piston engine, full aerobatic capability and side-by-side seating
- Used to teach day and night flying, navigation and instrument and formation flying
- Cruise speed 278 km/h (150 kts)
- More than 190 pilots have completed the Airtrainer Basic Course on the CT-4E during the 16 years the aircraft have been in operation.
The Air Force formation aerobatics team needs a new name — and we’re appealing to the public for help.

Since 1967, the team has been known as the Red Checkers after the distinctive red check pattern seen on the aircraft they fly.

The team needs a new name to go with their new aircraft — starting next year they will fly the RNZAF’s new T-6C Texan II aircraft.

Get creative and share your ideas with us on Facebook, and you could win a flight with us.

“IT’S THE END OF AN ERA, FOR SURE, AND IT’S GOODBYE TO A LONG-SERVING AIRCRAFT.”

CT-4 Airtrainer formation flight over Raumai.

NAME OUR FORMATION AEROBATICS TEAM

Background on the Red Checkers

The Red Checkers is a team of senior instructors from the RNZAF’s Central Flying School and Pilot Training Squadron. Until recently, they flew the CT-4E air trainers, performing a wide range of formation and solo aerobatics. Their history can be traced back to the late 1940s in Wigram.

Find out more by visiting Air Force’s Facebook page at, www.facebook.com/RNZAF
Taranaki recently hosted the biggest combined Air Force and Army exercise for 2014. Exercise Kiwi Koru saw the two services working to restore peace to the fictitious nations Bekara and Alpira, a mission lasting through two weeks of temperamental spring weather.

Air Force’s contribution to the 1200 person strong exercise contingent was personnel and capability from 3 SQN, 40 SQN, HTU, Force Protection, Supply and Communications. Ex Kiwi Koru allowed RNZAF to test their skills and knowledge and improve how we work with other military partners.

3 SQN LEADING THE WAY

“Every airfield should be a stronghold of fighting air-groundmen, not the abode of uniformed civilians in the prime of life protected by detachments of soldiers. It must be clearly understood by all ranks that they are expected to fight and die in the defence of their airfields” – Winston Churchill.

Although these words spoken by a British wartime Prime Minister are now some 70 years old, their message remains as true today as it was during WWII. On Exercise Kiwi Koru, 3 SQN demonstrated their ability to operate in a deployed combat environment and prove they are every bit as field ready as their Army comrades.

In the field for the duration of the exercise, 3 SQN quickly got down to work, dug in and got things up and running. Despite torrential rain, the deployed 3 SQN flightline was established right on schedule allowing Huey operations to get underway in support of the Exercise.

RNZAF deployed two Iroquois for the exercise and the squadron carried out simulated aero-medical evacuations, reconnaissance flights, tactical movements of troops and supplies and underslung loads.

SQNLDR Stu Pearce, 3 SQN Maintenance Flight Commander, said morale amongst 3 SQN remained high during their time ‘in theatre’ despite the waterlogged and challenging weather conditions.

“Our personnel used the opportunity of being in a deployed tactical environment to hone their military skills. When not busy supporting flightline operations, servicing or maintaining the aircraft, our armourers provided weapons drills, Force Protection and trained and qualified Maintainers on use of the Light Support Weapon and Sig Saur pistol. Stand-to drills were also rehearsed. Once all servicings were complete, junior members of maintenance flight researched and presented on various topics to develop their knowledge of military operations, technical processes for maintaining aircraft and the role of various departments within NZDF organisation.

“3 SQN demonstrated levels of teamwork, initiative and professionalism in the field to such a high standard that a Task Group HQ WO2 commented that he joined the wrong service. We worked closely with Army on this exercise and stepped in where necessary to help them out, such as providing sentry duties around the clock, guarding prisoners, marshalling and directing vehicles, sharing our equipment and facilities and rectifying a fault with the Army Command HQ satellite dish to return it to service.

“I am extremely proud of how each member of 3 SQN Maintenance Flight and our various support elements conducted themselves during the exercise. Everybody presented the RNZAF to the highest standard,” said SQNLDR Stu Pearce.

3 SQN took a brief break from their training to observe Armistice Day. On 11 November at 1100hrs the RNZAF contingent formed up, the Last Post played and a two minute silence was observed. This brief moment of calm amidst the activity of the Exercise provided an opportunity to reflect on the realities of training for combat operations.

TACTICAL AERIAL DROPS

Aerial drops of supplies and equipment were dropped to soldiers in the field by 40 SQN who used the exercise to get in as much training as they could.

FLT LT Toby Mercer said the squadron conducted 16 aerial drops in five days and a total of 20 flying hours.

“Ex Kiwi Koru is an opportunity for us to train all the crew; pilot, co-pilot, Air Engineer, Air Warfare Officer and the loadmasters who all have a role to play for a successful air drop. It’s important we practise aerial drops as they’re a procedure we use in peace-time and war-time environments.

“The exercise was also used for us to practise our tactical flying at day and night. This involves high and low level flying down to 250 feet, tactical approaches/departures, terrain masking and evasive manoeuvring techniques. Everything is planned to the second as timings are critical to the mission execution in the real world,” said FLT LT Mercer.

Although not part of an aerial drop, 40 SQN completed the first tactical airlift of an Army MHOV to New Plymouth Airport, an important step in the MHOV’s introduction into service.
EXERCISE KIWI KORU 2014

- Exercise ran from 3 – 16 November in Taranaki and Waiouru.
- The exercise is held every two years to test agility and adaptability of the Army alongside the RNZAF and New Zealand’s South West Pacific partners, the US Marine Corps Forces Pacific (MARFORPAC) and US Army Pacific (USARPAC).
- As well as RNZAF support, the exercise involved light armoured vehicles, infantry, artillery, engineers, signals and combat service support personnel such as medical and logistics.
- Ex Kiwi Koru is good build-up for Ex Southern Katipo 2015.

WELCOMING THE LAST DELIVERY OF THE NH90S

In October, the RNZAF welcomed the delivery of our last NH90 helicopter at Base Ohakea. The arrival brings the total number of NH90 helicopters in the fleet to eight. The NH90 is an advanced medium utility helicopter capable of undertaking a variety of roles including search and rescue, disaster relief, transporting soldiers and aerial lifting of cargo and supplies. The NH90s were recently in Nelson and Marlborough as part of annual alpine flying training and were involved in Exercise Kiwi Koru in the Taranaki region in November.

COMMUNITY SUPPORT

A media day was held on 6 November. 40 SQN carried media from the Manawatu Standard on a tactical flight to Hawke’s Bay and the Raumai Ranges, including an aerial drop of two pallets over Raumai. 3 SQN hosted media from the Taranaki Daily News and took them on a flight in the Huey over the Taranaki region.

The exercise generated a lot of interest in communities throughout Wanganui and Taranaki, and engaging media is one way NZDF is able to tell our story and keep the public interested. Community support is invaluable in allowing us to hold these large-scale exercises that test our new equipment and build the skills of our personnel.

ANTI-PIRACY MISSION EXTENDED

Defence Minister Gerry Brownlee has announced that our P-3K2 Orion aircraft will remain in the Gulf region for another 12 months to provide ongoing support to regional maritime and anti-piracy operations. “New Zealand has had a P-3 Orion supporting international counter-piracy operations as part of the Combined Maritime Forces since earlier this year and that deployment is coming to a close,” Mr Brownlee says. “The Orion has performed a valuable role that has been welcomed by our international partners. Our decision to extend the deployment of a P-3 Orion to the Gulf until December 2015 is a reflection of the importance New Zealand attaches to the multilateral security efforts,” says the Minister.
A new blog has been set up to allow the public to follow the journey of the T-6Cs from Wichita USA to Ohakea New Zealand. The blog tracks the location of the aircraft and, where possible, posts photos of the journey. Check it out at http://t6tonz.wordpress.com

The RNZAF’s new military air trainers are being manufactured in the United States. Before arriving in New Zealand, the aircraft embark on an extraordinary around the world journey spanning 15 countries taking 21 days and 60 hours of flying time.
A 15-person New Zealand and Australian combined military and civilian delegation took part in Exercise Cooperation Spirit, which was hosted by the People’s Liberation Army – Navy at their naval command college in Nanjing.

Around 50 participants exchanged lessons from the search for Malaysia Airlines flight MH370, the People’s Republic of China’s response to the 29 September 2013 ‘Typhoon Butterfly’, and search and rescue operations conducted by the NZDF and Rescue Coordination Centre (RCC).

PLA Navy SNR CAPT Lin Hua said the purpose of the exercise was to deepen understanding of the Chinese, New Zealand and Australian military and government capabilities in responding to humanitarian disasters involving maritime SAR.

“This exercise will lay a solid foundation for tri-country military aircraft and military ships involved in Humanitarian Aid Disaster Relief in maritime SAR and will improve coordination and cooperation and build mutual confidence.”

Head of the 10-person Australian delegation, CAPT Michael Harris, RAN detailed the air and surface search for missing Malaysia Airlines flight MH370 that involved 19 aircraft and 16 ships from eight countries, including New Zealand.

“It was to be the largest air search in the history of aviation. The search for MH370 was made difficult by the lack of a known crash site. Consequently, the search area changed a number of times while information about the aircraft’s flight path became known.

“Search areas were defined by the best information available at that time.”

CAPT Harris said over 400 items were found during the search effort, however, none could be confirmed to have come from the missing aircraft.

The PLA-Navy provided an overview of their response to Typhoon Butterfly, regarded as the most destructive storm in 35 years when it devastated remote Chinese islands in 2013. The typhoon led to extensive air and surface search for more than 400 missing fishermen.

During the search 332 fishermen were rescued with several found after a week adrift at sea, 14 fishermen were confirmed dead while a further 48 remain unaccounted for.

The NZDF presented lessons from maritime SAR conducted in their SAR Area of Operations; an area of 30 million square kilometres, one of the largest search regions in the world.

Our SQNLDR Simon Eichelbaum said the New Zealand SAR region covered seven nations and borders with six others, requiring extensive coordination and cooperation.
In January, we welcomed a new Chief of Defence Force to the NZDF. Recently appointed Chief of Defence Force, LTGEN Tim Keating, tours Base Ohakea.

In May, the RNZAF marked a change of leadership when Air Vice-Marshal (AVM) Mike Yardley took command as Chief of Air Force in a ceremony at RNZAF Base Auckland.

In May, RNZAF representatives attended the Monte Cassino Commemoration, 70th Anniversary of the Cassino Battle, in Italy. Veterans depart RNZAF Base Auckland on a Boeing 757, with Mr Mauri Gordon about to board.

In August, we took part in an NZDF wreathlaying ceremony at the Tomb of the Unknown Warrior to mark the 100th Anniversary of the Beginning of the First World War for New Zealand.

Multi-national air combat exercise, Exercise Pitch Black, took place in Australia in August.

Tropical cyclone reconnaissance in Tonga

On 27 January the Minister of Defence announced the signing of a contract for the NZDF Pilot Training Capability with Beechcraft Defense Company LLC of Wichita, Kansas, United States.
RNZAF headed to the Solomon Islands in April to deliver supplies to the Solomon Islands. NZDF Pers boarding the C130 prior to departure from RNZAF Base Auckland.

In October, Exercise Bluebird saw RNZAF helicopter personnel take part in high-altitude flying involving two Navy Seasprites.

In June, we completed the new Air Movement Terminal at Ohakea. First aircraft and passengers to arrive at the new Air Movements Terminal.

The final formation flight of five CT-4Es took place in December.

In July, Operation RIMPAC was under way, with an RNZAF detachment comprising a P-3K2 Orion with aircrew, maintainers and mission support personnel.

The Invictus Games, held in London in September.

Wings Over Wairarapa air show

02 FEBRUARY

RNZAF Band on summer tour

RNZAF select T-6C Texan IIs as the new generation of pilot training aircraft

Exercise Casa Grande

The Duke and Duchess of Cambridge and Prince George toured New Zealand in 2014. In April, they arrived in Wellington onboard an RNZAF Boeing 757.
It’s been a huge year for the RNZAF, so the Air Force News decided to get out and about and catch up with some of our people to find out what was their working year was like, what were some of the standout achievements and what they’re up to over Christmas and in the year ahead. Here’s what some of you told us about your units and yourselves.

**Colin Marshall**

Assistant Chief of Air Force (Operational Support Command)

This year has been both interesting and challenging. In May, I was posted back to Wellington on promotion to the post of Assistant Chief of Air Force Operational Support Command (OSC). Where my previous role at MSW Ohakea had a relatively narrow scope with well-defined responsibilities and outcomes, my new role is incredibly diverse.

One of the highlights for me in 2014 was seeing so many of the acquisition and upgrade projects nearing completion, positioning us well to deliver new capabilities and a capacity that we have not had for a number of years.

I’m looking forward to the C2 project implementation in the New Year. From an OSC perspective, it’ll mean we’re much better placed to deliver our safety, training and broader support responsibilities.

This Christmas my wife Stacey and our two kids Jordie and Jake are leaving the Kiwi summer behind to visit family in Michigan, United States and, if the weather plays nice, we may even get a white Christmas and some skiing!

Happy Christmas to everyone in Air. Be safe – and all the best for 2015.

**Is it Christmas already? I get the impression this is what personnel around Base Auckland are thinking right now.**

We’ve seen some great progress this year in achieving milestones with our capability across the fleets, and this is all due to the hard work of our people on all units round Base and the Wing in company with others such as the Joint Project Office (JPO) and Directorate of Air Force Safety and Health (DASH) to name a few.

As an Auckland community we said goodbye to F/S Steve ‘Fooksey’ Fookes, who put up a brave battle. Our thoughts are with Carmen, Lydia and Patrick this Christmas and they remain firmly a part of our RNZAF family.

This year, we farewelled outgoing Chief of Air Force AVM Pete Stockwell and welcomed our new CAF AVM Mike Yardley. With the completion of a number of milestones around Introduction Into Service and the associated Operational Testing and Evaluation, we have begun refocusing on CAF’s priority of operationalising our capabilities to the best effect. New opportunities await with the imminent arrival of the new Seasprite along with its Penguin missile system and underwater ISR capability for the Orion.

This year, Base enjoyed the visit by HRH Prince William Prince of Wales and Duchess of Cambridge who met a number of our Base personnel and their families. We hosted various dignitaries including the outgoing Minister of Defence, Secretary of Defence and CDF, along with regular engagement with other nations’ militaries, in particular, the United States as they refocus to the Pacific.

**RNZAF joins international search and rescue effort to find MH370**

**RNZAF to Poland for Great Escape commemorations (70th anniversary)**

**Seasprites on HMNZS Te Mana return from counter-piracy deployment**

**NH90 fleet passes milestone of 1,000 flying hours**
In more recent months we have seen the successful deployment of our team on international operations. We have enjoyed these operations. This success is in no small part due to the hard work of a lot of talented people who work here on Base.

As we head into the Christmas break it is time to relax, reflect, spend time with families and friends, get jobs done around the house, go to the beach, throw a line over, do those sporting events and have some fun – you’ve earned it!

Take care and see you all in the New Year refreshed and recharged.

Deborah Haines  
*Air Warfare Officer Leader, 5 Squadron*

It’s been high tempo for 5 Squadron this year – I’ve taken part in search and rescues, the initial MH370 operation, Exercise RIMPAC in Hawaii and right now I’m away on deployment.

The highlight for me? Probably our successful search and rescue operations and achieving quantifiable outputs while on operation.

This Christmas, I’m expecting I’ll either be away on deployment or spending time at home enjoying the company of friends and family relaxing post deployment. We’ll see what happens.

As for 2015, I’m expecting another busy one with lots of new experiences and learning opportunities – and a few trips overseas along the way.

Mr Matthew Cole  
*Physical Training Instructor*

This year has gone by really fast, with the Ohakea gym as busy as ever. If we aren’t taking classes or running lunchtime sports, we’re organising major events.

We ran Fight Night 2 recently, which was a great event for Base and gave us the chance to work with 18 fighters. For me, the fitness and lifestyle changes the fighters made was amazing to watch and also be part of.

This year I was also lucky enough to get away from work to play sports. A few highlights would be smashing Auckland at interbase rugby league and getting back into football. I’d say my standout achievement would have to be winning the Ohakea Sportsperson of the Year and then being lucky enough to win the RNZAF Sportsperson of the Year.

I also got the chance to fight at the Ohakea Fight Night 2 – jumping into the ring for the first time was something I’ll never forget and winning was the icing on the cake.

For the summer break, I’m thinking of doing a North Island road trip. If that doesn’t pan out, I’ll no doubt have a summer of BBQs, beers and family time around the Manawatu area.

As for next year, I’ve decided to jump back into the ring to try my luck against someone from Army on February 24 – fingers crossed I can come away with a win for the Air Force!

W/O George Mana  
*Māori Cultural Group*

This year’s been a great success with many functions for the Māori Cultural Group and, like many of us, I’m looking forward to the Christmas standdown and the breathing space it brings.

I’d like to acknowledge all the individuals who’ve been a part of the year’s many functions – ngā mihi nui rawa atu ki a koutou katoa (a huge thanks to you all).

As for this year’s standouts, I can’t go past the Royal visit. Having the honour to lay the challenge was huge, but the Royals themselves were a standout too. Their immediate concern, once the pōwhiri was complete, was for our people. They were quick to meet and greet all who were there and had contributed without thinking twice about themselves.

This year, I was also fortunate enough to be part of a small contingent of NZDF personnel and veterans who travelled to France to commemorate the 70th Anniversary of the D-Day landings in Normandy. Walking in the footsteps of those that had fought and died so gallantly on the battlefields was haunting. But walking shoulder-to-shoulder with those that had returned was unforgettable and a great honour.

That said, another standout was watching our new recruits sign off their accomplishments with the RNZAF haka. For me, it is their eyes. You can’t train someone to deliver the million mile stare. They either feel it or they don’t. Knowing what they have accomplished over those many weeks of early rises and late finishes, can only be seen in the pride they have in themselves and their whānau through the window of their souls. So to all our 2015 recruits, hikina te manuka, take up the challenges that our iwi, Te Tauaarangi, faces now and into the future.

There’s a lot to look forward to next year. There’s the opening of Te Tauaarangi Marae, here, at Ohakea. We still have a lot of work to do but under the watchful eyes of Mr Douglas Wallace, Mr Andy Hill, Mr Mike Gordon and the Engineers of the New Zealand Army, we will have a tūrangawaewae (standing ground) to be proud of – a tūrangawaewae we can call our own.

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The following proverb speaks of the need to look after one another this Christmas, particularly our whānau. Take the time out to remember the seats left empty at the table and to use this time as a reminder to catch up with all those you can. Stay safe and look forward to 2015.

Mā Atua tātou katoa e manaaki e tiaki. May the lord guide and watch over us all.

FGOFF Nicole Brooke
HBC Pilot, 3 Squadron

I have had such an exciting working year and next year looks just as good.

I started the year at 3 Squadron in the TASKO role and left there in March to begin refresher flying on the Airtrainer. As a leaving gift I got a front seat flight in the Iroquois, which was such a highlight. I love the Huey.

Then I completed refresher flying which was great fun, and fantastic to get flying again. I started my advanced Wings course on the Kingair in April, finishing in October.

And, this year, I was incredibly lucky to be asked to be a passenger in one of our new Texans from Whenuapai to Ohakea. It was such a great opportunity to get to fly our new aircraft (I won’t have that chance again for a while).

Since graduating from the wings course in October, I’ve been posted to 3 Squadron (Helicopter Transition Unit) where I am in the TASKO role awaiting the helicopter basic course.

These things have all been standout highlights for me. But the biggest of all would have to be earning my wings. I couldn’t have done it without help from some amazing people in many different squadrons. The Wings course has been the hardest but most rewarding thing I have ever done.

For the holiday season, I’ll visit family around New Zealand before going to Rarotonga to bring in the New Year with a group of friends from my Wings course.

But my standout achievements for 2014 were a promotion to Corporal, successfully completing the Officer Aircrew Selection Board tests, and being awarded the most Runs Batted In trophy and Most Valuable Player award for interbase softball.

I’ll end the year by catching up with family and hanging out with friends in the Coromandel. In 2015, I’ll keep working towards becoming an engineer in the RNZAF and I’m guessing there will be many more trips away. I’m also hoping to attend the IDCC15 (a cricket tournament in Canberra, Australia) representing the RNZAF. It is an excellent tournament promoting international Defence Force relations and fundraises for the McGrath Foundation. It’ll be awesome.

A/CPL Ian Brown
Driver to the Chief of Air Force

After this last year I really hope things in the New Year will start to calm down and become more normal.

I say this because after reenlisting back in December 2013, it doesn’t feel like my feet have touched the ground yet. I was initially posted to Whenuapai as an aviation refueller (which is something I have done for various different companies in many different countries), where I just slotted into the roster and spent my days off commuting back home to Wellington.

After a few months I was told about an opportunity to apply for the position of CAF’s driver based in Wellington. I’d done many years VIP driving and so saw the chance to use my skill set AND get back home every night – well almost every night!

Actually, it’s a great job in many other ways, too. Sure, it involves some long days and plenty of weekend work, but it does mean I get to meet a lot of different people from all three services and be involved in lots of different projects and events.

Recently, I got involved with the Air Chiefs’ Conference. I helped with the planning, preparation and execution. And the boss is great to work for. He has high standards – and likes a good professional level of service – on-time and respectful – which suits me. Some personal achievements over the last year include running my first half marathon and taking part in the Taranaki Round the Mountain event (a 150km run around the mountain).

But the biggest personal achievement this year was my promotion to Corporal. It was a very proud moment for me and my dad, who served 22 years in the Royal Air Force – let’s just say he was a happy and proud parent!

So the question arises, what do I do for next year? Answers on a postcard!
**FLTLT Michal Borek**  
**Section Commander Air Movements Christchurch**

My year doesn't end at quite the same time as most people's – that's because I'm part of the RNZAF Antarctic season, which runs from September until March. So, right now, we’re full steam ahead, rather than in wind down mode, but that’s okay.

In Air Movements, no day is the same, which is great. We do everything from processing and building loads through to processing passengers for RNZAF, tasked flights, as well flights heading south to the Antarctic continent.

For me, one of the highlights of the Antarctic season is the great exposure we get to the USAF C17s. The C17s are amazing aircraft.

Looking back over 2014, there have been some great highlights. There were visits from the Royals, the Japanese Prime Minister (with two chartered B747s) and the United Kingdom Ghurkhas. This year’s Ice Fest held in Christchurch saw more than 8,000 people pass through our section to view the C17, A319 and our C130.

On a personal level, in June, I was lucky enough to be selected as Air Movements Officer for the 70th Anniversary Commemoration of the D-Day landings in Normandy, France. It is always an honour and a privilege to participate in these veteran commemorations. The veterans are amazing to talk to and it always makes me feel proud to be a part of the military.

Next year I plan to make it to the Wellington Sevens and complete the Alps2Ocean bike ride from Mt Cook to Oamaru.

In terms of work, I will finish out the season, get some standard training done and complete some of the section projects. The remainder is a mystery. Whatever it is, it’s always an adventure when you work in Air Movements – that’s because I’m Living the Dream!

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**Flight Sergeant Simon Martelli,**  
**5 Squadron**

This year’s been a memorable one for me at 5 Squadron with plenty of variety. I’ve searched for MH370 off the Malaysian coast and in the Indian Ocean – and really enjoyed working with the first P-3K2 Orion Conversion Course, honing their skills on the aircraft and watching them develop into qualified crew members.

Being part of the Middle East operation has also been a wonderful experience, where the whole deployment is providing support to the global effort on fighting piracy and narcotics in the region. I’m really proud of our work there.

Looking ahead, though, my Christmas and New Year’s plans are currently frozen – there could well be an extended deployment. If not, I’ll spend time with my family, which would be very special. They support my long periods away, but it’s always good to spend time together, especially over the holidays.

As for next year, I’m looking forward to more adventures with the new conversion course, various upgrades to the aircraft and more of an operational focus for the Orion’s unique capabilities.

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**UNIT WRAP UP**

**RNZAF BAND**

By FLTLT Simon Brew, Director of Music

This year’s been a year of new collaborations and possibilities for the RNZAF Band.

We had 206 engagements from wreath laying to full band commitments. Some of the big events included welcoming their Royal Highnesses Prince William and Kate, teaming up with international artists Dame Malvina Major and Geoff Sewell in large outdoor concerts and attending the Kuala Lumpur International Tattoo.

In Ohakea, the band performed, for the first time, at the Battle of the Bands and the Officers’ Mess Ball. Auckland had the CAF Change of Command Parade earlier in the year, while Woodbourne musicians continued to play for the passing out parades.

Right now, we’re gearing up to support NZDF Christmas functions, the Newtown Carols at Government House and the ceremonial events that occur at this time of year. It’s a busy and exciting time for us.

Overall, I am proud of the outstanding output the band produces as a reserve unit. Our members fit many NZDF engagements into their calendars and balance it all against their own work and private lives. This time of year’s also an opportunity for me to recognise the outstanding contribution and commitment to the NZDF by our volunteer band members from Auckland, Ohakea and Woodbourne.

Finally, I would like to thank all those who support and work with the band and to wish Air Force News readers a very merry Christmas and all the best for 2015 from the RNZAF Band.

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06 JUNE

- NZDF commemorative mission to Monte Cassino, Italy
- Exercise WISEOWL
- 73rd anniversary of the Battle of Crete
- New Deputy Chief of Air Force takes up his post
- First test flight of T-6C Texan IIs
- New Air Movements Terminal opened, Ohakea
- New Zealand veterans’ delegation to Evernex-Fauville Bayeux War Cemetery, France
AC Janice Bond
3 Squadron

I’ve just finished a year at 3 Squadron as an aircraft mechanic, which was my first posting off the mechanics course. It was awesome working on the Hueys, they’re such an iconic frame. Highlights of the year were going on exercises at Waiouru and Dip Flat. Waiouru gets freezing cold at night, which made it fun putting the covers on the frames. One night we put on the main rotor tiedown, looped it around the tailboom and it had frozen on in less than a minute.

When we dispatched the frames in the morning, they were covered in frost. I had a couple of trips to Dip Flat, most recently for Blackbird. Blackbird’s a fantastic exercise to go on. It was in September this year and most of the time it was sunny – and doing circuits in the snow on the first day was pretty memorable. Flying above the snow while the crewies threw smoke grenades out the door was pretty cool too.

Over Christmas I’ll be spending time with family and catching up with people. I’m currently posted to the engine bay in Ohakea, so I’ll be there until senior course next year.

014 has been the busiest year to date for our Aviation Refueller Trade. As one of the most deployable trades in the RNZAF, this has been especially so in my role as Senior Non-Commissioned Officer Training at Ohakea fuel section.

The introduction of the TExan aircraft, increased taskings with the NH90 and A109 and the intended exit of the UH-1H, combined with an influx of new (and not so new) Aviation Refuelers, has taken me from operations with New Zealand Police at the start of the year, to Exercise Pitch Black with the Australia Defence Force in Australia, followed by Exercise Blackbird with our helicopters in Woodbourne, search and rescue with the Department of Conservation throughout the North Island and, finally, on exercise with the Army on Kiwi Koru 2014.

Although it has been hard work and very trying at times, it has given me a renewed passion for my trade.

2014 also gave me the privilege to travel with the NZDF Māori Cultural Group to Cassino, Italy for the commemoration of the Battle of Monte Cassino. It was a privilege because I have two uncles from the 28 Māori Battalion buried in the cemetery. This would have to be the highlight of my career, not only being there with them, but also the opportunity to find out more about them and their career as servicemen.

I was also the kaikaranga (caller). It was an honour, not only for me, but for my uncles who lay there and all my whānau here at home.

2015 looks like it will bring more of the same hard work and travel and, with that, hopefully a continued passion for my trade. With that in mind, Christmas and the New Year will be spent with my daughter, sisters, nephews and nieces, raising a glass or two to my parents and others who are no longer with us...and eating!

Ma te Atua koutou e manaaki e tieki. May the Lord bless and keep you all.

SGT Wai-o-Rahiri Paenga
Ohakea Aviation Fuel Section, 209 Squadron

2014 has been the busiest year to date for our Aviation Refueller Trade. As one of the most deployable trades in the RNZAF, this has been especially so in my role as Senior Non-Commissioned Officer Training at Ohakea fuel section.

This year was our first year operating out of the Arch Hill defence establishment in Grey Lynn – it’s been a great move in terms of giving the public a more personalised service.

Judging by the numbers through our doors this year, NZDF remains a very popular choice for school leavers, university graduates and professionals looking for a career change.

Living in a cultural melting pot like Auckland, you can see first hand the changing demographic landscape of the country. And this year we put more emphasis on recruiting people who’ll make up more and more of tomorrow’s workforce – Māori, Pasifika and Asian people. We attended events and spoke to key influencers within their communities to break down the perceived barriers to enlistment.

We also put a lot of effort into recruiting women across all three services. This wasn’t only done in Auckland but throughout the entire country. We held female-only Defence Careers Experiences and services. This wasn’t only done in Auckland but throughout the entire country. We held female-only Defence Careers Experiences and visited schools to show young people what a life in uniform is actually like.

This year, a lot of us got involved in ‘soft recruiting’ activities such as the 20km Tough Mudder obstacle endurance event, which saw me and a number of Auckland-based recruiters torture themselves all in the name of NZDF brand promotion.

Looking ahead, 2015 promises to be another busy one. So I’m looking forward to joining many of those in the NZDF, taking a well-earned summer break.

For me, that means beach hours and time spent at Eden Park watching the cricket. Remember – Everyone in uniform is a recruiter so spread the good word!
The arrival in August of the first T-6C Texan II to Ohakea highlighted again the significant ongoing modernisation of the Air Force.

Major upgrades to fixed wing aircraft and the ongoing introduction of the Pilot Training Capability, A109 and NH90, represent the most considerable upgrade of our capability in decades.

The delivery of these new or upgraded aircraft is only the most visible part of an ongoing cycle of capability development. Capability Branch HQNZDF, in close collaboration with Air staff and other services, works to define what equipment the Air Force will need in the future, then acquire and introduce that equipment into service. Equipment does not, however, provide a capability in itself, detailed consideration must also be given to all related aspects such as personnel, logistics and infrastructure if an effective capability is to be realised.

2015 will see the conclusion of the C130(H) New Zealand and P-3K2 projects and work will begin in earnest to define what their replacements will be over the next decade. The Future Air Mobility and Future Air Surveillance Projects are a substantial investment for both the NZDF and New Zealand. Both projects will define the shape of Air Force fixed wing capability for the next 30 years and see the retirement of aircraft that have been in service since the 1960s.

In addition to these big ticket projects Capability Branch will also continue work on:

- Repatriation of Air Warfare Officer training
- NH90 flight simulation
- Communication, Navigation and Surveillance upgrades for all aircraft
- Acoustics capability for the P-3K2
- Forward and tactical aeromedical evacuation capability for NH90
- Remotely Piloted Aerial Systems development
- Infrastructure improvements for RNZAF Bases.

Capability development is an ongoing, often long-term effort. However, the goal is always constant: to ensure the Air Force is equipped to meet the demands of modern operations, now and in the future.

UNIT WRAP UP

CAPABILITY BRANCH – AIR PROJECTS

By FLTLT Karl Buckrell,
Deputy Air Lead, Capability Branch

The year’s involved a lot of different photography assignments in a lot of different places. I’ve worked alongside recruiting and advertising agency, Saatchi & Saatchi, on recruitment campaigns focused on Navy, officers and women. I travelled to Turkey for Anzac Day, accompanied the Duke and Duchess of Cambridge during their visit to New Zealand and covered the NZDF team at the inaugural Invictus Games in London.

For me, the standout experience of the year was my time in Turkey with the NZDF contingent. As part of the journey, we took a battlefield tour of the Gallipoli Peninsula and visited the commemorative sites where Kiwi soldiers fought.

But it was the people that went over that really made the trip – everyone knew their job, did it well and had fun.

Back home, one of the year’s highlights has been working with recruiting – it’s been a buzz to see my photos on bus shelters and billboards as I ride to work in the morning.

It’s been a good year but I’m still really looking forward to the Christmas break. I’ll likely head up to Taupo to see family for some of it. But anywhere with nice weather and a beach will suit me just fine.

Mr David Sherriff
Aeronautical Engineering Draftsman,
Auckland Drawing Office

This year has been busy for our team, producing wiring diagrams and graphical illustrations for the upgraded Hercules and Orion fleets – as well as engineering drawings, a unique example was drawings for the human ash aerial dispatch bag.

For me, this year has been like no other. In September, I competed at the Invictus Games in London. This was a big event, NZDF sent 12 athletes to compete in nine sports against more than 400 athletes from 12 other countries. I had two medal wins, but the greatest reward was the experience itself.

We had a private tour of the House of Lords and a dinner party at New Zealand House attended by Prince Harry. We competed at Olympic Park with a great turnout from London audiences and our final night was a concert of international recording artists. It really was a great experience.

Christmas, by contrast, will be much more low key. I’m planning a road trip to Dunedin to spend time with friends and family, with plenty of stops along the way to catch up with extended family.

What’s on the cards for next year? Plenty more engineering drawing tasks I hope. And with the introduction to the SH-2G(I) Seasprite, I’m looking forward to getting up to speed with a new software package to support the maintenance publications.

Orion counter-piracy deployment under way

RNZAF Air Force Proms

09 SEPTEMBER

Invictus Games in London

Exercise Blackbird

NH90 gun lifting, Waiouru

First-ever RNZAF NH90 4-ship formation completed
A Christmas - the opportunity to take some time out, relax with family and friends, and reflect on the accomplishments of the last 12 months.

However, we also know that 2015 will be another busy year. Ongoing operations and deployments combined with some further large exercises such as Ex TALISMAN SABRE in Australia mid-year, followed by our own Ex SOUTHERN KATIPO 2015 will ensure that there is no shortage of work and challenge for our staff.

We will also be reconfiguring parts of HQ JFNZ to better support operations and operate within evolving command and control arrangements – the intent being to have in place a modern operations centre using some of the latest C2 technology being introduced into the NZDF. It should be an exciting year.

On behalf of not only the small Air Force team out at ‘Joint’, but also the whole Headquarters, we wish everyone in the RNZAF and the wider NZDF a relaxing, enjoyable, and safe Christmas, and all the best for the year ahead.

By GPCPT Steve Goodman, Chief of Staff

As 2014 draws to a close, we reflect on what has been another busy year in HQ JFNZ, including for the approximately 40 RNZAF personnel who work within the HQ out at Trentham.

A significant focus this year has been on the planning and conduct of some major exercises, including Exercises RIMPAC, HAMEL, CROIx DU SUD, BERSAMA LIMA, KIWI KORU - the list goes on.

Staff across the headquarters all had a role in this planning, with all the staff work led by the team in the J5 Joint Training Branch. To emphasise the level of commitment to these activities, for a period in August when several major international exercises were under way concurrently, there were over 800 NZDF personnel deployed off-shore.

The team in the Air Operations Centre were kept constantly busy overseeing an ever changing air plan to support all these activities, while at the same time managing ongoing mission support, EEZ patrols, SAR, and VIP moves.

Meanwhile our people in the J5 Plans Branch, supported by the teams in personnel, logistics, communications and training, successfully planned and deployed to the Middle East.

It certainly hasn’t been a routine or boring year and as it draws to a close everyone looks forward to the chance for a bit of a break over Christmas - the opportunity to take some time out, relax with family and friends, and reflect on the accomplishments of the last 12 months.

On behalf of not only the small Air Force team out at ‘Joint’, but also the whole Headquarters, we wish everyone in the RNZAF and the wider NZDF a relaxing, enjoyable, and safe Christmas, and all the best for the year ahead.
**UNIT WRAP UP**

**LC(A)**

*By GPCPT Mark Brunton*

The perfect storm” was a phrase heard many times around the rank and file of LC(A) over this past year. Each new challenge would call the organisation to play to its strength and see its people aspire to new achievements.

2014 has seen LC(A) supporting the largest fleet for 10 years or more. In ramping up to full fleet support, we are now supporting: all six of the P-3K2 Orions, four out of the five C130 Hercules, all eight NH90s, all five A109s and the UH-1H Iroquois, five SH2G(I) Seasprites and both B757s.

From 2015 we will be taking on the 10 new SH2G(I) Seasprites and the remaining C130 Hercules. This is all against a backdrop of supporting deployed operations, a freeze on recruitment and an increase in continuous improvement focus. Notwithstanding, still LC(A) provided professional and effective support.

The past year, for all its intensity, was not met with new dynamic software systems, or a new restructure or a new anything. This past year was the year of the people within LC(A). The “make it happen” attitude met every “perfect storm” with notable sweat, determination and hard work. The end result is a year that should have every person within LC(A) give themselves a pat on the back.

Within our ranks we also have winners of both Defence Industry Association and Safety awards, university graduates and athletics successes. These are just some of the accomplishments that our people have achieved in addition to working exceptionally hard in their primary roles.

So, again our people have shown that they are capable of so much and that we need their expertise and commitment in order to provide robust operational support. We are focused on value for money and how we can support our number one customer, the operations wing. We are also aware of who pays our bills and giving value to our number one customer is essential.

The past year is one of the most rewarding for the workforce, both professionally and personally. The people within LC(A) have every right to feel proud of their achievements, and to look to the future for more and greater success. These are just some of the accomplishments that our people have achieved in addition to working exceptionally hard in their primary roles.

So, again our people have shown that they are capable of so much and that we need their expertise and commitment in order to provide robust operational support. We are focused on value for money and how we can support our number one customer, the operations wing. We are also aware of who pays our bills and giving them the value they deserve as New Zealanders. As CDF says, we are a Force for New Zealand.

**CPL Neil Chappell**

**Helicopter Transition Unit**

It was a big year for all the Helicopter Basic Course students – completing Helicopter Crewman training was very rewarding. We started with ground school, then completed the various phases of flying in the A109.

I’m one of the lucky ones who is moving the NH90, so I’m currently back at the ground school phase learning the intricate systems of the NH90 before we start flying next year.

Of course, completing course was my biggest achievement this year. I requested for decommission and remuster from a FGOFF Human Resources Officer to Non Commissioned Officer as a Helicopter Crewman in 2010. So to finally start and finish HCM training is a great feeling.

For me, the most challenging part of this year was the night flying and navigation flying phase. This really cemented the skills I had learnt over the year and really tested me as a student.

This Christmas, I’m really looking forward to relaxing with my wife. We’re expecting our first child in February, so it’s our last summer holiday to ourselves!

Next year will be crazy for me, starting a family and converting to the NH90 will be busy. I will go to Germany at some point for the NH90 Simulator and also hopefully be promoted to SGT. All great things that will make the year fly by.

The person I’m hugging in this photo is Jill Hardy who is PA to COOSW. It was awesome that she could make it to my parade. I was able use the skills developed over the last five years in a complex warfare environment and looking back I could not be more happy with the crew I worked with or the job we did there.

Five weeks before departure a friendly stork dropped my wife and I off our first child. Watching her grow while I was away was hard but then meeting her again when I arrived home, when she was almost four months old, has been amazing. I’ll be spending the beginning of my summer taking it easy with my family. I’ll also be catching up on missed waves at the beach before heading back to work next year.

The next year is hopefully going to be lot more flying, some exercises overseas and continued professional development.

I’d love to go back to the Middle East to continue the work we started there. If not, there are plenty of other opportunities at 5 SQN to get out into the world.

**Air Warfare Officer FLT LT**

**Ben Smith**

**5 Squadron**

My work year has been awesome. It kicked off with exercise Joint Warrior in Scotland. The exercise was a great experience but the best was circumnavigating the globe in a P-3K2.

We started off heading west and kept going until we returned having surfed man-made waves in Dubai, surfed freezing water in Scotland, visited the home of VP International in Nova Scotia, fished for salmon in British Columbia and surfed with turtles in Hawaii.

On return from Exercise Joint Warrior we began preparation for the first operational deployment of a P-3K2 to the Middle East. This was also first operational deployment of 5 SQN outside of the Pacific in 10 years. In August we assembled the best P-3 crew ever and deployed for three months. For me, deployment was both professionally and personally extremely rewarding.

Five weeks before departure a friendly stork dropped my wife and I off our first child. Watching her grow while I was away was hard but then meeting her again when I arrived home, when she was almost four months old, has been amazing. I’ll be spending the beginning of my summer taking it easy with my family. I’ll also be catching up on missed waves at the beach before heading back to work next year.

The next year is hopefully going to be lot more flying, some exercises overseas and continued professional development.

I’d love to go back to the Middle East to continue the work we started there. If not, there are plenty of other opportunities at 5 SQN to get out into the world.

**12 DECEMBER**

- Final flight of CT-4E Air Trainers
- Last delivery of the NH90s
- Exercise Kiwi Koru
- Sir Richard Bolt Terminal named
- P-3 extended for another 12 months in the Gulf
- 2015
Our Community

RNZAF CO-HOSTS THE P-3 INTERNATIONAL OPERATORS’ SUPPORT CONFERENCE

By Squadron Leader Hilton Baker, Officer Commanding Technical Support Orion/Hercules

The RNZAF was pleased to co-host this year’s annual P-3 International Operators Support Conference (IOSC) in Atlanta, Georgia alongside Lockheed Martin.

The conference, held in late October, was called: ‘2030 (and Beyond): An Orion Odyssey – Changes, Challenges, Choices’. It was a great opportunity to discuss and solve technical, maintenance, logistic and sustainment challenges experienced by the international operator community.

As the first export customer for the P-3 Orion and a senior operator, the RNZAF has a unique and influential role in the international operator community. The conference itself is a vital part of P-3K2 support providing access to a broad range of knowledge, information and experience from around the globe.

Co-hosting this year’s IOSC presented a number of opportunities to showcase New Zealand products, innovation and culture. From the presentations and industry display booth through to the international night ‘Te Tini A Maui’ Māori culture group and DCAF’s formal evening speech, conference attendees were impressed by the skills, abilities and resourcefulness of our island nation.

The efforts of the New Zealand Inc. team (Beca Applied Technologies, New Zealand Trade and Enterprise, Safe Air Limited and the RNZAF) ensured that New Zealand and the 2014 P-3 IOSC will be talked about for many years to come.

P-3 IOSC FACTS

• First held in 1988
• RNZAF has been represented at every conference
• RNZAF has co-hosted three times (1994, 2004, 2014)
• 430 attendees in 2014
• 4 days of presentations, sub-committees and meetings
• 17 operators in attendance from 14 nations
• 40+ support companies in attendance (2014).

RNZAF P-3K2 ORION KEY FACTS

• First export customer for the P-3 (delivered in 1966)
• Hold the record for the longest duration P-3 flight (21.5 hrs in 1972)
• First re-wing of a P-3 (Project Kestrel: 1997-2001)
• Six aircraft in total – designated P-3K2
• Patrol one of the world’s largest exclusive economic zones
• Provide search and rescue coverage to one of the world’s largest regions.

Mr Mark Jarvis (Lockheed Martin P-3 Program Director) presents AIRDRE Andy Woods (DCAF) with a glass P-3 as thanks for co-hosting the 2014 conference.

Wellington parade of New Zealand Cadet Forces.

NEW ZEALAND

by Wayne Henderson,
Major, New Zealand Cadet Forces

This year has seen the 100th commemoration of the start of World War I, as well as the celebration of 150 years of New Zealand Cadet Forces, which started in 1864 in Dunedin. The New Zealand Cadet Forces is made up of the Sea Cadet Corps, New Zealand Cadet Corps and the Air Training Corps (ATC).

The ATC was born in 1941 out of a need to supply pre-trained airmen for the Air Force, which it went on to supply in the thousands. It was so useful that it was retained after the war and remains in tact today with a focus on youth development.

PARADE OF NATIONAL SIGNIFICANCE

As a tribute to those who served in the New Zealand Cadet Forces and in other services over the past 150 years, today’s cadets undertook a Parade of National Significance in November. It was...
FiGhT niGhT 2 – THE PREPARATION
In May, the call went out for Fight Night 2 fighters and we were overwhelmed with more than 40 Base personnel keen to step into the ring to fight.

After a selection process, 18 were chosen to compete on the night in two teams (the red team or the blue team). Training came next, with competitors trained by an experienced team headed up by Mr Johnny Sula and Flight Sergeant Hutch Hutchinson.

FiGhT niGhT 2 – THE LINE UP AND RESULTS
The first fight of the night saw LAC Kerry Cane face off against LAC Rob McNutt. The bout proved to be one of the more skilful of the night, with Kerry coming out the eventual winner.

The only women’s fight was between LAC Ash Thurston and CPL Tash Cameron. Cameron was asked by the referee three times if she wanted to continue. An emphatic “yes” was the answer each time. The bout received a huge standing ovation from the very vocal crowd at its conclusion – with Ash coming out the champion.

The final heavyweight battle was the only fight not to last the scheduled three rounds. CPL Scotty Robinson was too fast and strong for LAC Timoti Rangi. The bout was stopped in the second round with a technical knock out.

BiG ThAnkS
Fight Night 2 was made possible by Ohakea gym staff, a huge number of Base volunteers and with the support and sponsorship of local businesses, particularly Eberts Construction (the event’s main sponsor). Well done to all the organisers and volunteers who set up the event, worked on the night and cleaned up the next day.

CAdeTS CELEBRA TE 150 YEARS
held in collaboration with the Returned Servicemen’s Association (RSA) on Sunday November 9, the Sunday closest to Armistice Day (known as Remembrance Sunday).

Several parades throughout New Zealand were organised by New Zealand Cadet Force staff, with local cadet units and virtually every cadet in New Zealand parading at the same time.

Parades included Sea Cadets, New Zealand Cadet Corps and Air Training Corps personnel. In many cases, serving or former service Defence members were also invited to the parade.

WELLINGTON PARADE
A major parade was held at Parliament in Wellington. One cadet representing each of the 99 cadet force units in New Zealand was chosen to attend.

The reviewing officer for the parade was LTGEN (Rtd) Don Mclvor CMG OBE, the immediate past National President of the Royal New Zealand RSA. Officers and cadets later marched to St Paul’s Cathedral for a formal service.

In Christchurch, the New Zealand Army Band led the parade, with the Christchurch cadets inspected by Vice Chief of Defence Force, Air Vice-Marshal Short.

JANUARY EXERCiSE
Early this year, in January, another special event for the New Zealand cadets was held to commemorate 150 years. The exercise had about 1,000 cadet force personnel involved in a wide range of activities, ranging from flying, to tramping, shooting, Royal New Zealand Navy boat rides and abseiling.

New Zealand Cadet Forces would like to thank everyone who supported our commemorative events this year.
In November, interbase touch rugby was hosted by Base Auckland. There was plenty of sporting talent on display across three grades contested. In the end Base Auckland demonstrated themselves to be the top Base for 2014. Congratulations to all the participants and the victors.

FRIDAY, SET UP
The weekend kicked off to a windy start on Friday afternoon as tents were set up in the hope that they would still be standing the next morning.

Competitors soon began to arrive from their respective bases and were greeted at the W/O’s and SNCO’s bar.

SATURDAY, GAMES BEGIN
Saturday greeted a total of nine teams with sunshine and standing tents ready for the first games of the competition.

It soon became apparent the public announcement system, provided by Avionics Squadron, was an inspired way to pump out pre-game and inter-match tunes.

It also provided a good channel for carrying out competition duties such as manning the commentary microphone, making announcements and providing encouragement to the players.

The highlights of the evening included a farewell of long time touch legend, Garner Gulliver, thanking him for his years of inspiration and dedication on and off the field.

The night then moved on to an all-ranks Halloween function, with a big effort made by the Auckland women's team who turned up as a tribe of American Indians.

SUNDAY, FINALS DAY
The men’s open grade play-off for third place on Sunday saw Ohakea and Auckland Bs go head-to-head.

It was one of the tournament’s most entertaining games to watch. One player, who walked off with blood coming down his face, was asked: “What happened?” He promptly replied with: “The ground happened.”

Next, was the final face-off between the over 30s teams, with Auckland using their experience to defeat the Ohakea cuzzies.

The women’s final saw the war paint come out for Auckland, using it to complement their tee-pee home for the day.

Woodbourne put up a good fight, narrowly missing the try line and only being stopped by The Mitt and Auckland came away with the win.

Final game of the day, was the open men’s final, Auckland As versus Woodbourne. Woody fielded a sharp team and shiny new uniforms, but could not hold up against the pace and solid defence of the As, going down 5 to 1.

Special mentions go to:
- Most Valuable Player SGT Rhea Hornby for the women,
- LAC Marcus Speck for open men and LAC Tai Benedito for the over 30s.
- Auckland for achieving a landslide win on their home turf and ensuring a great time was had by all.
- All our sponsors: West Liquor – Westgate; West Harbour Liquor; Westgate Pharmacy; Hells Pizza – Westgate; Origins Restaurant: Whenuapai Meat Centre; No 8 Retail Group (Subway Vouchers) and Limitless Supplements.

By CPL Portia McCabe, Air Warfare Specialist, 5 Squadron Operations

RNZAF interbase touch held at Base Auckland. Final Game between Auckland and Woodbourne Men.
INTERBASE SOFTBALL

By SQNLDR Mark Waters

RNZAF interbase softball at Davis Field, Trentham. Wellington vs Auckland men’s division.

RNZAF interbase softball at Davis Field, Trentham. Ohakea vs Auckland women’s game.

Interbase softball, at Trentham? Yes, for the first time since the mid 70’s the interbase softball tournament was hosted by Wellington Softball in early November.

To make the situation even more unusual, the tournament was held on Trentham Military Camp. Both of these factors fortified the organising committee to make this season’s interbase softball tournament memorable, one of the best and hopefully the start of a rekindled relationship in the Wellington region for RNZAF softball.

Overall this year’s interbase proved to be a very successful tournament with a good mix of experience and new players to the softball code. The skill levels, teamwork and sportsmanship demonstrated throughout the tournament were typical of the softball fraternity and a pleasure to see and be a part of.

A huge thank you goes out to:
- Trentham Command
- the camp support team
- the Wellington Club and organising committee
- RNZAF sport.

INTERESTED IN PLAYING SOFTBALL?

Every Base softball club is keen to see new players and has gear available for those who don’t have it. Keep an eye out for club flyers or join in and give softball a go.

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ST CLAIR CUP
Presented to the women’s team displaying the highest standard of sportsmanship, dress and conduct as judged by the tournament controller.
Awarded to: RNZAF Base Ohakea

WIGRAM TROPHY
Presented to the men’s team displaying the highest standard of sportsmanship, dress and conduct as judged by the tournament controller.
Awarded to: RNZAF Base Ohakea

BARCLAY TROPHY
Awarded to the most valuable female player at the interbase tournament, as judged by the RNZAF women’s team selectors.
Awarded to: SGT Wai Paenga from RNZAF Base Ohakea

BAYFORD TROPHY
Awarded to the most valuable male player at the interbase tournament, as judged by the RNZAF men’s team selectors.
Awarded to: A/CPL Adrian West from RNZAF Base Ohakea

CHARD CUPS
Awarded to the best male and female rookie of the tournament.
Women: LAC Gina O’Reilly from RNZAF Base Ohakea
Men: AC Liam Maxwell from RNZAF Base Ohakea

TOP PITCHING AWARDS
Awarded to the male and female pitcher with be best ERA for the tournament.
Women: W/O Ngatasha Mana from RNZAF Base Ohakea (ERA 3.11)
Men: LAC Greg Anderson from RNZAF Base Auckland (ERA 0.00)

HOMER BAT
Awarded to the male or female player with the highest RBI at the tournament.
Awarded to: A/CPL Adrian West from RNZAF Base Wellington (10 RBIs)
The RNZAF Golf Society held its 64th Annual Tournament at Rangitikei Golf Club, near RNZAF Base Ohakea in early November. First established in 1950, the Golf Society promotes and fosters the sport of golf within the RNZAF with membership available to both serving and ex-serving RNZAF personnel, as well as employed or retired civilian personnel. This broad spectrum of ages, golfing abilities and experience always makes for a colourful and challenging tournament, and this year was no exception.

Fifty six players descended on Ohakea from all corners of the country and braved the ever-changing Manawatu rain, wind and sun to play on the superbly prepared Rangitikei Golf Course. Divided into an 18-hole and a 36-hole competition, the tournament caters for all ability levels with either a daily round of 18 holes or two rounds of 18 holes, making it a physically challenging few days for even the youngest and fittest of players.

The first day of competition is stroke play rounds, the results from which sort the players into subsequent divisions for a further two days of match play rounds.

The final day saw AIRCDRE (Rtd) Gavin Howse emerge as the 2014 Society Champion, winning a well fought match at the eighteenth hole against Mr Shane O’Connor. Mr Peter Mason emerged as the 18-hole Society Champion, beating Mr Bob Grange in their final match.

The tournament is kindly sponsored every year by numerous commercial organisations, and a combination of this sponsorship and individual entry fees allows for a wide variety of prizes to be awarded at the dinner and prize giving held on the final night. With prizes for categories such as nearest to the pin and longest drives, players do not have to be division winners to come away with something from the tournament.

One of the longer serving members and one of the newest members of society reflect on their experiences.

Mr Bob Grange

I have been playing in the RNZAF Golfing Society Tournament since 1970. I enlisted in the RNZAF in 1960 and became a photographer. I was posted to Royal New Zealand Navy in 1961 until 1965 when my wife and I were posted to Wigram. At this time I started golf and the Air Force people played at the Burnham Camp.

In 1968 I was posted with my family to Ohakea where I took over the photographer school. Golf was played at Rangitikei Club. In 1970 I joined the RNZAF Golf Society. It was the first tournament at Lochiel and everybody stayed at Te Rapa. I played every year apart from 1974 and 1976 when we were in Singapore.

I retired from the RNZAF in 1980 and went to start a new job in Tokoroa with New Zealand Forest Products. I continued with golf and am still in the RNZAF Golf Society.

There are several older people participating in the Society Tournament every year. Obviously we like golf but it is just important to get with your mates from all the past years. Quite a few of them used to play in the Base Bands as well. Back in the old years we all worked, lived and played together. Today things are...
Defence Recruiting has introduced the Force Fit fitness app which can be used in smart phones to help new applicants to the Army, Air Force or Navy. Force Fit is free to download.

Force Fit is designed around the existing six week challenge to help applicants gain the level of fitness required at their assessment day – it’s the beginning of the fitness journey they take when they join.

Fitness is a big barrier to joining the services for a lot of people – this helps to break down that barrier by providing an achievable fitness regime to follow to meet minimum entry requirements.

The app is tri-service, and features specific information on fitness tests across the three services. There are different levels – beginner and advanced, adaptable for male and female, and the icons, videos, and requirements used match the gender of whoever is using the app.

The app’s information and video content guide users through the correct way to complete exercises and there is a GPS tracking screen for running. Also included are suggestions on recommended daily water intake, BMI information and suggestions for warm ups and stretching.

NZDF FITNESS APP: YOURS FREE TO DOWNLOAD

For an annual membership fee of $10, members:
• play in the annual tournament
• receive support to develop golf at Base level
• receive green fee and travel subsidies for competitions at Base, RNZAF and NZDF level
• receive a contribution towards coaching fees.

For more information, check out the RNZAF golf page on the NZDF intranet or contact someone on the Society’s executive committee.

CONGRATS TO OUR TOP GRADS
CONGRATS TO AARON AND TOM!

A big congrats to FGOff Aaron Quinn and FGOff Tom McDowell who got their ‘Wings’ in October. FGOff Aaron Quinn got the De Lange Trophy for the highest final flying mark, while FGOff Tom McDowell took away the Wigram Trophy for the highest final academic mark.
By A/SQNLDR Gareth Russell

A little over 100 years ago, simulation became part of modern aviation training, with the introduction of the Antoinette barrel trainer.

In this article, A/SQNLDR Gareth Russell looks back on the history of simulation training and reflects on why simulation has become a major component of the RNZAF approach to training for both air and ground crew alike.

This is the first of three articles that will explore the RNZAF’s newest simulation training devices, the T-6C operational flight trainers.

HISTORY OF SIMULATION

In 1909, the first known flight simulation device, the Antoinette biplane was developed.

The Antoinette biplane was flown using control wheels mounted on each side of the pilot, one to control pitch and the other to control roll.

The difficulty of this early system was that both wheels were mounted facing fore/aft.

So, while the pitch control worked in the natural sense (forward to lower and aft to raise the nose), you could say that keeping the aircraft upright using the roll control would have taken some practice – imagine driving your car with the steering wheel fixed to the driver’s door.

To simulate the motion of an aircraft, simulator technicians manually moved the whole device in response to the pilot’s inputs.

This action/reaction training provided the pilot with the experience required to safely fly an aircraft and marked the birth of simulation in the aviation environment.

SIMULATION TODAY

Today, the art of simulation (as employed in ab-initio pilot training) is not about attempting to substitute real-world flying experience.
Instead, it is about providing a controlled environment and an immersive and accurate illusion of flying a real aircraft.

It allows a trainee to focus solely on the instructor’s guidance without distraction.

It also helps trainees gain initial proficiency in manoeuvres and procedures on the ground in a safe environment before stepping into an aircraft.

As such, the aim of simulation isn’t to replace real world experience, but to help a trainee to prepare for it.

**SIMULATION DEVICES THEN AND NOW**

Historically, the majority of RNZAF simulation training has been carried out in devices owned and operated by other companies, but this has recently begun to change.

Fixed-base simulators of varying fidelity, owned and operated by RNZAF, now span virtually the entire RNZAF fleet.

Add to this mix the recently acquired A109 full flight simulator and it becomes clear the RNZAF is firmly embracing simulation by making it part of its world-class training environment.
THE EMPIRE AIR TRAINING SCHEME (EATS) LEGACY

By Squadron Leader Robert Nash*

On 4 September, 1939, New Zealand declared war on Germany. At the time, more than 500 New Zealanders were serving with the Royal Air Force (RAF) and it made good sense for Wellington to reiterate, at the time, its commitment to provide pilots trained for service in the RAF.

The offer of trained manpower was certainly very welcome. However, it was estimated that intensive air operations in Europe would require the training annually of 30,000 airmen. To meet this target, London turned to the Dominions and signed with Australia, Canada and New Zealand the Empire Air Training Scheme (EATS) agreement in Ottawa on 17 December, 1939.

Canada, proximate to Britain and the battlefields of Europe and with access to the American aircraft manufacturers and vast spaces that were essential to a massive aircrew training programme, was the focal point of the EATS.

It was agreed that Australia and New Zealand would provide basic training for personnel subsequently despatching to Canada for advanced training. By war’s end, 131,000 Air Force personnel were trained in Canada through the Scheme. Seven thousand Kiwis, five percent of the total, joined the RAF following their training in Canada, serving courageously in all theatres of war.

Article XV of the EATS agreement allowed the creation of the 400-series of squadrons, intended to establish a national identity for airmen from the Dominions serving in the RAF.

The legacy of the six Article XV squadrons identified with the RNZAF, 485, 486, 487, 488, 489 and 490, all disbanded at the end...
of the war, and the Kiwis who served on them, was honoured by
the formation of Headquarters 485 Wing at Base Auckland in
2002 and Headquarters 488 Wing at Base Ohakea in 2011.

In September, 1939, the RNZAF comprised 1,150 officers
and airmen, regular and territorial, operating a motley
assortment of mostly obsolescent aircraft. None of the training
facilities required for induction and training during the war were
yet fully operational.

Pilots and skilled tradesmen who had trained or served at
civilian aero-clubs prior to the war volunteered for service with
the RNZAF, while the nascent squadrons of the Territorial Air
Force accelerated their training.

From these humble beginnings, the wartime Air Force was
created. When the war ended in 1945, the RNZAF employed more
than 42,000 personnel, operated 1,000 aircraft and maintained
operating facilities well in excess of post-war requirements.

Young men entered the Scheme through the Initial
Training Wings (ITW) established at Rongotai, Levin/Wereroa,
Rotorua, Delta or Taieri, before proceeding to an Elementary
Flying Training School (EFTS) at Taieri, Bell Block, Ashburton,
Harewood, or Whenuapai.

We count amongst the graduates of the EATS, ‘Dambuster’
Les Munro and Victoria Cross winner Lloyd Allan Trigg (AFN 150),
but they are simply two of the better known of the 8,000 Kiwis
who travelled to Canada for training.

RNZAF Base Auckland still occupies the Whenuapai site, while
all of the others were returned eventually to civilian control.
Today, the RNZAF maintains an Air Movements unit at Harewood
International Airport, site of 3EFTS, to support Antarctica
New Zealand, while the Aviation Museum at Ashburton Airport
commemorates 2EFTS.

By 1 April, 1946, almost 30,000 Air Force personnel had been
demobilised into civilian life, thousands of EATS graduates
amongst them.

Many experienced pilots, navigators, engineers and
technicians were eager to use their new-found skills in the civil
aviation sector, while others were content to lead less exciting
lives while pursuing the many opportunities available in post-war
New Zealand.

The relevance of air and ground crew training to careers in the
civil aviation sector led some EATS veterans into service with
the newly created National Airways Limited and related civilian

Graduation dinner of course 71a, Number 3 Wireless
School, Winnipeg, Manitoba, Canada. Circa 1944.
industries and remains a cornerstone of Air Force recruiting in the 21st Century.

When war was declared, the aircraft of the civil aero-clubs were requisitioned by the RNZAF. It was a stop-gap measure at best; the RNZAF’s wartime aircrew training obligations required a major investment in training aircraft.

The de Havilland DH 82 Tiger Moth was the principle pilot training aircraft, employed at EFTS across the Commonwealth. Of the 350 Tiger Moths used by the RNZAF during the war, 131 were built in Wellington in the de Havilland (NZ) factory that was established on the current site of the Wellington International Airport in Rongotai.

After the war, surplus aircraft were sold-off to both private and commercial interests and played an important role in the post-war rejuvenation of the aero-clubs and civil aviation and the creation of the agro-aviation industry.

Aircraft Services (NZ) was created in late 1945 by ex-RNZAF aircraft engineers to convert demobilised Tiger Moths for aero-club and private owners; in 1949, they were amongst the first to modify Tiger Moths for aerial top-dressing. Oswald George James, a pre-war automobile mechanic, started James Aviation Limited in 1949, with two Tiger Moths modified for aerial top-dressing by Aircraft Services.

He had been encouraged in this endeavour by the pioneering work of Airwork (NZ) Limited. Also in 1949, ex-RNZAF pilot Miles King started Rural Aviation Limited, also with two modified Tiger Moths.

These early pioneers in top-dressing sparked the boom in agriculture that made New Zealand one of the world’s wealthiest nations in the 1950s.

The contribution of the EATS to the war effort is commemorated with a memorial gate that was installed at RCAF Base Trenton in 1949.

Rededicated in 2009, the gate provides a poignant reminder of the common history that binds together four proud Air Forces.

Bonds forged in war are evident today in common doctrine, tactics, techniques and procedures, regular personnel exchanges, the periodic enlistment of lateral recruits, common training exercises, and the shared challenges and risks of operations.

Similarly, the eighty-two Kiwi airmen who are buried in Canada, victims of illness or accident during their training, the hundreds of Canadian brides who made the long journey to New Zealand after the war to marry their Kiwi airmen and the small number of Kiwis who subsequently settled in Canada with their Canadian brides remind us of the ties that still bind New Zealand to Canada.

STORIES YET TO BE TOLD

The wartime exploits of New Zealand’s airmen and women are well documented, but few of their post-war fates are discussed in the many books that chronicle the history of military and civilian aviation in New Zealand.

In the Heavens Above, published in 2012, Ivan and Lorna Lindsey focused largely on the wartime reminiscences of the surviving participants of the scheme, whose stories they present with evident care and respect.

We do know that some ex-RNZAF personnel, who had not been selected for service with the RNZAF, served in the post-war RAF. Unfortunately, many others passed into the obscurity of peacetime life.

Further research is required to understand more fully the contributions that EATS graduates made to commercial and civil aviation in New Zealand following World War II.

It is expected that they played some, perhaps leading, but yet untold roles in the all aspects of civil aviation, including the Air League, Air Cadet League, Aviation Historical Society, Gliding Association and Civil Aviation Branch.

Further, surely some went on to other important commercial, industrial, professional and political endeavours. Readers of AFN are encouraged to record and share the stories their before the participants are lost to us forever.

GRAHAM’S STORY

Graham Goss grew up in south Christchurch, in the shadow of the Wigram Aerodrome, home now of the Air Force Museum.

He joined the RNZAF as an airman pilot under training in 1942, at the age of 18. Graham ‘bent’ one of His Majesty’s aeroplanes during a hard landing while training at the Elementary Flying Training School at Harewood, earning himself a not-to-be-refused offer to continue his service as a navigator/observer.

Following more ground training at Rotorua and Rongotai, Graham was shipped off to No 7 Air Observers School at Portage la Prairie, west of Winnipeg in the Canadian province of Manitoba.

Course 78 started on 14 June and ended on 28 October, 1943, during which time Graham celebrated his nineteenth
birthday, voted for the first time, was confirmed at All Saints Church in Winnipeg and learned the science of air navigation while flying in Avro Ansons over the Canadian prairies.

Commissioned Pilot Officer Goss on completion of training, he made his way to Halifax by way of Nola Luxford’s ANZAC Club in New York City.

Most graduates of the EATS boarded in Halifax ships for England, but by late 1943 the EATS was generating trained aircrew faster than they could be absorbed by the RAF.

Consequently, Graham found himself on the train to San Francisco, en route to operational service with the RNZAF in the Pacific. Arriving in New Zealand in December 1943, Graham joined 31 Squadron and flew in Grumman Avengers on operations over Bougainville and New Britain.

In July 1944, he transferred to 6 Squadron to fly in Catalina flying boats for the remainder of the war.

Graham was repatriated to Hobsonville following the surrender of Japan to await his fate in the post-war New Zealand.

Refused a three-year commission in the RNZAF, in 1946 he returned to Christchurch to resume his pre-war employment with New Zealand Post. In 1947, Graham finally made the long trip to the UK, on a four-year commission with the RAF. In 1951 he completed three years’ service flying transports with 48 Squadron in Singapore, returned to New Zealand by way of the UK, married and entered business with his brother-in-law.

Graham joined the ex-service aircrew Brevet Club, rising eventually to serve as national president. It was in this role that he was selected to travel to Canada in 2000 for the 60th anniversary commemoration of the BCATP.

Graham returned to New Zealand in possession of the BCATP Commemorative Pennant that is paraded annually during the service to mark the 1 April, 1937, birthday of the RNZAF.

Graham remains an active member of the Wellington Branch of the Brevet Club.

When interviewing Graham, I was struck by the clarity and intensity of his memories as a young man in a foreign country a long way from home so many years ago. This brief biography offers a wholly unsatisfactory glimpse into a life rich in service and adventure. Graham’s partner, Mary-Lou, married an ex-RNZAF pilot, while working for National Airline Corporation. George Forrest was also a participant in the EATS, but that is a story for another time.

* Squadron Leader Robert Nash is an NZDF Teaching Fellow in the Centre for Defence and Security Studies at Massey University. You can contact him at r.g.nash@massey.ac.nz.
It’s rather a worrying experience when you are sat down and told that you are someone’s lifeline – the only person a scientist may talk to for months – and that you are responsible for setting off the SAR efforts if something goes wrong.

The tolerance for a late call in is only five minutes in some cases and there is only one person monitoring the radios – you. I guess that’s why the NZDF work so well with Antarctica New Zealand, we understand the importance of being on time and are always ready with a helping hand.

Every year we send down four people to act as the link between Scott Base and the deep field events in Antarctica. It is a soldier or sailor or airman who’s voice is heard across this icy land: “Hello K082… This is Scott Base, how’s it going today?”

The Scott Base Watch Keeper, or as we are more commonly called the comms op (Communication Operator), has the task of maintaining a 24-hour listening watch (in eight hour shifts) on all Scott Base’s guarded channels.

We monitor who is going where and when they are due home (and check up on them if they are late – five minutes is a long time if you are stuck out in an Antarctic storm!).

We carry out the daily call-in to each of the field parties to make sure they are okay and extend a friendly voice across the miles. We carry out general administration tasks and many secondary duties as each person sees fit. We try very hard to fully integrate ourselves into the civilian organisation and into the Scott Base community.

Antarctica is an amazing place to work and live. Scott Base is warm and safe – these are very important attributes when the wind is howling at 70 knots outside and the visibility is down to a couple of metres.

The scenery outside the window is mind blowing and there are so many recreation opportunities (and 24-hour sunlight) that sometimes it is hard to drag yourself off to bed.

If you are friendly and chatty and hard working and you have an itch for adventure: apply for OP ANTARCTICA next year, you won’t regret it!

No Regrets On Op Antarctica

By CPL Gill Lindsay, Scott Base Support Team

Christmas Deployment

About 170 NZDF personnel are deployed on operations this Christmas.

- 53 personnel are deployed to the Middle East in support of counter-piracy operations with the Combined Maritime Forces
- 65 personnel will be deployed to the Southern Ocean on HMNZS WELLINGTON in support of MPI
- 28 personnel are deployed to the Multinational Force and Observers in Sinai Peninsula
- 8 personnel support the United Nations Truce Supervision Organisation in the Middle East
- 8 personnel are based in Antarctica supporting Antarctica New Zealand and the United States Antarctic Programme
- 7 personnel are mentoring and training at the Afghanistan National Army Officer Academy in Kabul
- 3 personnel are deployed to the United Nations Mission in South Sudan
- 3 personnel support the United Nations Command Military Armistice Commission in South Korea.
2015 AIRSHOW TO HONOUR ANZACS

The Australian International Airshow 2015, paying tribute to Anzac and the heroes of military aviation, will be held at Avalon Airport (Vic) between 24 February and 1 March. To find out more: www.airshow.com.au

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 the 2015 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.

2 SQUADRON REUNION (everybody welcome)

A reunion for anybody associated with or who has served in 2 Squadron will be held in Tauranga in March 2015.

THE REUNION PROGRAMME:

• 20 March, Friday night meet and greet, Mount Maunganui RSA
• 21 March, Saturday golf tournament, Renner Park
• 21 March, Saturday night formal reunion dinner at Classic Flyers, 6 Jean Batten Drive, Mount Maunganui

FOR MORE INFORMATION AND TO REGISTER, CONTACT:

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IMPROVEMENTS AT VETERANS’ AFFAIRS

While most agencies are winding down into the holiday season, Veterans’ Affairs is ramping up activity with new legislation to improve the way it supports veterans, a new image and a huge year ahead supporting WW100 commemorations.

The head of Veterans’ Affairs Jacki Couchman says the action begins on 7 December when the legislation governing Veterans’ Affairs changes.

She says service eligibility criteria remains unchanged and no veteran will have their current entitlements reduced. In time, however, Veterans’ Affairs will provide more support to veterans and their families through:

• additional types of entitlements, care and support
• a clearer decision making process for applicants
• a better monitoring process, so veterans and their families can more easily track the progress of their application
• payments additional to the ACC programme to recognise military service
• new rehabilitation services that are tailored to the individual
• extended eligibility for the Veteran’s Pension.

Veterans’ Affairs is also launching a new look for its website. Check it out at: www.veteransaffairs.mil.nz

DEFENCE INDUSTRY RELATIONSHIP AWARD WINNER ANNOUNCED

SGT Mike Wear has won the 2014 New Zealand Defence Industry Relationship Award in recognition of his outstanding contribution to Defence’s industry relationships. SGT Wear is the component control and planning sergeant for the C130 and 757 aircraft. Based in Whenuapai, he works in the Material Support Wing as a team member in the Supply Chain Management Team.

VERA JOY COOPER MEMORIAL SCHOLAR

Flying Officer Samantha Jones has received this year’s Vera Joy Cooper Memorial Scholarship. The scholarship was established in 2005 as part of a bequest from the estate of the late Vera Joy Cooper and provides assistance in funding educational costs. It is awarded annually to a service women of the RNZAF who shows the most potential for advancement through the further education they are undertaking. Flying Officer Jones is currently completing a Masters in International Security.
YOUR SUMMER READS

Hannah Dooley from Exisle Publishing and Amanda Robinson from Penguin Group (NZ) pick their top summer reads for Air Force News readers.

UNDER A BOMBER’S MOON
by Stephen Harris

Two airmen fly night after night, at war over Germany during World War II. One, Otto-Heinrich Fries, a bomber from the German Luftwaffe. The other, ANZAC bomber aimer Colwyn Jones. They are the best of enemies – dedicated, skilled and deadly...Under A Bomber’s Moon is a unique and personal account of two highly successful airmen from opposing sides. Compiled from interviews and journal entries, Harris has pieced together an incredible story that will remain with you long after the final chapter. Exisle Publishing. RRP $36.99

A BLOODY ROAD HOME
by Christopher Pugsley

The first-ever single volume history of the famous 2 New Zealand Division in World War II, A Bloody Road Home tells the story of the Division commanded by Lieutenant General Sir Bernard Freyberg that became one of the finest in the British and Commonwealth Armies. Dr Christopher Pugsley is a freelance historian, recently retired from the Royal Military Academy Sandhurst, United Kingdom, where he was a senior lecturer in war studies. from Penguin Group (NZ). RRP $70.00.

DOGFIGHT, THE BATTLE OF BRITAIN
by Dr Adam Classen

One of World War II’s most defining campaigns told for the first time from an Australasian perspective. The Battle of Britain will be forever etched in history as one of WWII’s most iconic conflicts. In the summer of 1940, the German air force locked horns with RAF aircraft in a life-and-death struggle for mastery of the skies over Southern England. What is less well known is the second-largest foreign contingent in Fighter Command was drawn from the British Commonwealth’s southernmost Dominions: New Zealand and Australia. Dogfight details the tale of their place in the battle, along with their personal stories, friendships, successes, losses and fears. Exisle Publishing. RRP $34.99 (hardcopy) or $9.99 (e-book).

WORLD WAR TWO FROM ABOVE
by Jeremy Harwood

A new book retells the fascinating and, until now, little known story of the daring Allied and Axis spies who risked it all to capture aerial intelligence during the Second World War. World War Two From Above by author and historian Jeremy Harwood features dozens of eye-catching aerial reconnaissance photographs from the archives of all the major fighting powers Armed with cameras precariously mounted in Spitfires and Mosquitoes, intrepid pilots 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. Exisle Publishing. RRP $44.99. Christmas special for Air Force News readers $39.99

SANTA SLEIGH MK. I & II

Santa Sleigh Mk. I and II are eight or nine engines transport aircraft, powered by magic reindeer engines. The Mk. II version allows extended all weather operations.

Fuel system
Mk. I version is equipped with eight fuel independent fuel tanks, connected each one-to-one engine. Particular care must be taken during refuelling to guarantee equal tank filling for each engine. Not following this procedure can have catastrophic consequences including loss of engine during take-off or cruise and weight and balance problems.

Engine controls
Engines are voice controlled. No automatic boost control is fitted and care must be taken to avoid over-boosting on take-off and at all times in flight.

Pre-flight checklist
1. Reindeer full
2. Check weather report
3. (Mk. II only) Rudolph’s nose pre heating
4. Inspect reindeer hooves
5. Check loading done by Elves
6. Sleigh logbook and license on board and valid
7. Kiss Mrs Claus goodbye.

Take-off
1. Align the sleigh on the runway
2. There is little or no tendency to swing on take-off except in cross wind conditions. This tendency can be corrected by slow differential power opening
3. When comfortably airborne brake the legs and raise the arms
4. Safety speed at full load at full take-off power, flaps up is 105km/HIAS

Climbing
The recommended climbing speed is 120km/HIAS from ground level to operating height.

Approach and landing
A particular attention should be paid to the last landing of the Christmas night. Weight and balance are considerably modified and sleigh handling can be tricky. Last turn before landing should not exceed 30 degrees and no sideslip must be done.

Air Ministry, June 1947
AP 2512A & B – PN, Pilot’s Notes.

*This Christmas, Exisle Publishing is knocking $5.00 off the recommended retail price of World War Two From Above by Jeremy Harwood and will send copies to readers free of charge. For your discounted copy, email Hannah Dooley at Hannah@exislepublishing.co.nz.
Santa Sleigh Mk. I & II
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FORCE FIT