OPERATION ANTARCTICA WINDS DOWN

WOODBOURNE WELCOMES A NEW BASE COMMANDER

REMEMBERING LAUCALA BAY 50 YEARS ON

T-6C TEXAN II ON SHOW AT AVALON
Our mission
To carry out military air operations to advance New Zealand’s security interests with professionalism, integrity and teamwork. Air Force News is the official magazine of the Royal New Zealand Air Force (RNZAF) — established to inform, educate and entertain its personnel and friends.

Published by
Defence Public Affairs
HQ NZ Defence Force
Wellington, New Zealand

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Design and Layout
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Printed by
Bluestar
Private Bag 39996, Wellington

Distribution
Email: airforcenews@nzdf.mil.nz

Air Force News is governed by an editorial board. Views expressed in the Air Force News are not necessarily those of the RNZAF or the New Zealand Defence Force. Defence regulations override all content in the Air Force News. Editorial contributions and ideas are welcomed. They can be emailed directly to the editor and do not need to be forwarded through normal command chains.

Contributions need to include:
• writer’s name, rank and unit
• photos provided separate from the text — at least 300dpi

Contributions are welcome 8 weeks prior to publication. For the May issue contributions are needed by Monday 6 April, 2015.

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ISSN 1175-2327

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My first operational posting in the Air Force (as a keen new Sergeant) was to 40 SQN to work on the ‘mighty’ Hercules. That was almost 30 years ago and I am often asked: What motivates you to remain in uniform? For me, the answer is easy – it’s you – the people who make up our Air Force who willingly serve the people of New Zealand.

When I look back, I can see some of the best times of my life have been in uniform. I feel privileged to work with incredible people who are truly committed to what they do and I am humbled to now have an important leadership role as the Warrant Officer of your Air Force.

The Air Force has provided me with great opportunities and challenges and I have been to places many people do not get the opportunity to go (like Antarctica). My message to you is to take every opportunity that is offered. It is healthy to be challenged – and you might even be surprised by how well you perform when you’re out of your comfort zone.

I had the privilege to take part in the Pride Parade recently. I was truly humbled by the experience and I strongly encourage everyone to ‘Step Up’ and support activities that embrace and encourage diversity as we move forward.

We are (alongside Navy and Army) looking to ensure that every opportunity to tell our story is embraced and maximised. It doesn’t matter what specialist trade or post you are in – everyone’s role is vital in keeping our Air Force performing at its best.

So, what does being in the RNZAF mean to me? It is the ability to make a difference. When you go home each day, I hope you too are proud of what you’ve done. Aside from the roles of emergency services and health care professionals, there aren’t many jobs like ours where you can truly say your work makes a real difference. Whether it is a search and rescue mission, an operation or collaborating with our Pacific neighbours – we are making a difference.

I have a real sense of achievement about what you do and I’m extremely proud to wear my uniform and stand next you as part of our RNZAF.

I travel a lot as your WOAF and attend many events, parades, functions and graduations. One thing that stands out to me is the pride you have in your profession, your Service and your country.

Joining (and continuing to serve in) our Air Force is a decision that we do not make lightly – it is a serious commitment. It is also a commitment that we make to each other. This commitment that we strive to uphold includes keeping one another safe by watching out for our mates and supporting one another when the going gets tough. It includes acting responsibly and standing up and being counted when we need to.

When I was selected as your WOAF last year, I made a promise to try and meet everyone in our Air Force face-to-face and to achieve this in spite of the daily distractions that keep us busy. For me, there is nothing better than being out on the Bases and hearing your perspective. I embrace that personal interaction. In the meantime, until I do, please use my blog. I will respond. I will listen and take action when required. Just like you, I am here to serve.

As this month’s magazine goes to print, we are hosting Command Master Chief, United States Air Force, Harold Hutchison from Pacific Command in Honolulu. I was hosted last year and it is now our turn to rollout our Kiwi hospitality.

These international visits serve an important purpose in strengthening our relationships with key military partners. Command Master Chief Hutchison has heard (and will experience I’m sure) the great things that we do in our Air Force and the NZDF.

It’s been a busy start to the year for us, with some important organisational changes ahead. I believe if we do the simple things right, focus on our core values and roles and, just as importantly, look after one another, then everything else that we do will be just that much easier.
It’s a rare wet February afternoon at Base Woodbourne and new Base Commander WGCdr Mike Salvador couldn’t be happier about the rain pouring outside his window. The region is parched and needs a good dousing of rain. In fact, this summer the water table is so low there’s an irrigation ban across the entire district.

There is little or no irrigation permitted for Marlborough’s water-hungry viticulture industry. On Base, they’re down to one well out of three and certainly no sprinklers – despite having more than 350 trainees and 230 other personnel to support.

“Water is such an important resource for us,” says WGCdr Salvador. “We need it for everything to run smoothly and to meet our health and safety obligations related to fire suppression on Base.”

“That said, water is also vital to our neighbours and the wider local community. So we’ve done our part by significantly reducing our water intake (beyond what is required by Council). It’s important for Base to be responsible and play our part here in Marlborough.”

Meet Mike Salvador. He’s the 55-year-old Wing Commander who joined the Air Force in 1977, aged 17, steadily rising through the ranks to become one of the Air Force’s three new Base Commanders – a role that’s been reinstated after a decade-long hiatus.

The Wing Commander’s vision for the new role has people at its centre.

On the one hand he sees the role as an opportunity to improve links with the community. On the other he’s keen to use the resources of Base to better support the people at Woodbourne.

Looking ahead, he sees huge potential for Woodbourne to become what he calls: “The NZDF Careers Centre of Excellence for technical training.”

“We have the capacity and purpose built training facilities, most of which are under-utilised. And we have extremely talented instructional staff with an immense influence in shaping the future RNZAF.

“It’s through our instructional staff and their sphere of influence as instructors and role models that we develop our workforce as a whole. Woodbourne is where we start the process of passing on the culture and values of our organisation and sowing the seeds of success.

“That’s why, to me, it is so important we get it right.”

Teaching and coaching RNZAF personnel has been central
to the Base Commander’s 36-year Air Force career – a career that started as an Airman cadet at Woodbourne and has seen him take on key roles within the New Zealand Certificate in Engineering programme, the Training Systems, Aeronautical and Support Training Squadrons, Ground Training Wing HQ, Training Group HQ and the Defence Training Institute.

This current post, however, is much broader than anything he’s done before, he says. “It encompasses the entire Base – our community, our personnel and the entire infrastructure that supports what we do here. It’s also about the Base administration and management – and establishing one central point of contact, accountability, decision making and providing the unity of command.”

Most recently it has meant amalgamating the headquarters elements of the Operational Support Wing and Ground Training Wing to form the new Base HQ Command team. “This will streamline communication and facilitate the sharing of information so timely and well-informed decisions are made,” he says.

It has also involved setting up new orders across Base, redistributing some tasks, sorting out new lines of command and communication and, advising people the former matrix system has been replaced by a more direct and centralised command system.

WGCDR Salvador, whose new role officially started on 20 January, says while it’s still early days, he’s beginning to see positive signs of the new structure bedding down and changes for the better. “Already, here in Woodbourne, we’ve had two opportunities to test the new set up with the community.

“In my first week, we had the Seddon grass fires, which started by the train tracks and shot up through the Wither hills. More recently, we had the Onamalutu fire, where we assisted local Police and the Rural Fire Service. With Onamalutu, we supported people on the ground and with helicopter fire fighting operations. We were also involved in evacuating people and animals from the local SPCA facility.”

Both events required support from Base Woodbourne, involving personnel and fire fighting appliances and equipment. WGCDR Salvador says the Base was quick to respond to both callouts, providing professional, efficient and effective support. “My role was really about making sure the necessary resources were available quickly, our people were informed, well supported and empowered so they could get on with the job. That’s what happened on both days. Our people did a great job and received lots of praise for their efforts accordingly.

“I’m a passionate advocate for giving people the freedom and trust to take responsibility. And, really, that’s what this new role is intrinsically about – it’s part of a NZDF-wide focus on leadership – leading self, leading teams, leading systems and leading capability.

“It might sound like jargon to outsiders. But it’s real world stuff to me.”
In February the RNZAF spent four days hosting the Chief of the Republic of Singapore Air Force Major General Hoo Cher Mou and his delegation.

The visit followed an invitation from AVM Mike Yardley, Chief of Air Force (CAF), who visited Singapore last year in February.

Arriving in Wellington on Tuesday 3 February, Major General Hoo’s delegation spent a day in the capital at Freyberg House and HQ Joint Forces, before heading north to Bases Ohakea and Whenuapai, then flying home from Auckland.

In his party were New Zealand-based Defence Adviser, Colonel Ong Kheng Hoe, from the Singapore High Commission; Colonel Lim Kok Siong, Head of Singapore’s Air Manpower Department; Colonel Goh Boon Keng, Deputy Head of Air Operations (Specialist Staff); and Captain Koh Tze Kia, Trip Staff Officer. RNZAF WGCDDR Glenn Gowlthorpe was the delegation Liaison Officer.

SQNLDR Trevor Hammond, Acting Personal Staff Officer to CAF, says the visit provided the RNZAF with an opportunity to give Major General Hoo and his team an overview of where the New Zealand Air Force is at now, as well as where it’s heading in the longer term.

“Ours is a strong relationship and it’s one that’s been forged over many years through an extensive shared history, beginning with 488 Squadron in Singapore during the Second World War.”

He says personnel from the NZDF and the Ministry of Defence briefed Major General Hoo on a wide range of issues during his stopover in Wellington.

“We updated the delegation on the broader strategic aims of the NZDF, CAF’s priorities and how we plan to develop our capabilities over time. We discussed our search and rescue efforts and maritime surveillance operations in the New Zealand Exclusive Economic Zone. Additionally, we talked about the new Base Commander roles, which they got to see for themselves later in the week.”

Above: Major General Hoo and RNZAF CAF AVMI Mike Yardley receiving the General Salute.

Top of page: Visit to RNZAF Base Auckland by the Chief of Air Force of the Republic of Singapore Air Force (RSAF), Major General Hoo Cher Mou. The Singapore delegation with RNZAF personnel in front of a P-3K2 Orion aircraft at RNZAF Base Auckland. Major General Hoo Cher Mou is 4th from the left, CAF AVMI Mike Yardley is 3rd from right, BCDR (vice), OC 485 WG and GPCAPT Tim Walshe is 3rd from left, and CO 3 Squadron, WGCDDR Daniel Hunt is centre.
SINGAPORE CHIEF OF AIR FORCE TOURS THE BASES

Chief of the Royal Singapore Air Force Major General Hoo was hosted at Base Ohakea by Base Commander GPCAPT Nick Olney, kicking off with a quarter guard and karanga outside 3 SQN. The Major General and his delegation toured 3 SQN, viewed the NH90s, Iroquois and A109s before seeing an A109 simulator demonstration. His visit included a tour of the new RNZAF Marae, the T-6C Texan IIs and the Sir Richard Bolt Air Movements Terminal. In Auckland, Major General Hoo was hosted by Base Commander GPCAPT Tim Walshe, again participating in a quarter guard and karanga. There, he and his delegation toured 485 Wing, 40 SQN, 5 SQN and 6 SQN.

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40 SQN LENDS A HAND IN THE COOKS

An Air Force C-130 Hercules and good old Kiwi can-do came to the aid of the people of Mauke in the Southern Cook Islands at the end of January.

The small island, population 300, which is about 280 kilometres from Rarotonga, had been suffering intermittent power for several weeks because the main generator had broken down.

The backup generator was providing just two hours’ power a day – one at breakfast time and one at dinner.

However, there were two spare generators on the island of Manihiki... but how to get them there? The Cook Islands Government approached the New Zealand High Commission for help.

Where there’s a will there’s a way. A 40 SQN C-130 was already in Rarotonga for the week on another task and was scheduled to call into Manihiki.

Each generator weighs roughly half a tonne so the loading was a precision job using Manihiki’s front end loader.

Aircraft captain FLTLT Matt Rieper says: “The locals did a great job of gently manoeuvring the generators onto the aircraft’s ramp.”

Once on the ramp, the crew slid the generators forward to the centre of the aircraft and lashed them down.

And there was another very welcome benefit to the task – while the loading and securing was under way, thanks to the flexibility of the C-130 crew, all the island children were allowed to walk through part of the aircraft.

There were some pretty excited youngsters – and some excited visitors who were not so young! It turned out there had not been a C-130 visit since 1997, when one landed the day after Cyclone Martin hit the area with considerable loss of life.

Safely loaded, the aircraft continued to Rarotonga and the next day made the 45-minute hop to Mauke, where the generators were taken straight to the power station and reassembled for use while the main generator was being repaired.

Mauke is now back to normal, to the delight of the island’s Executive Officer, Josephine Ivirangi. “The people of Mauke were all excited and grateful for what you have done for us,” she says. “It showed on their faces as the plane landed ... thank you very much.”

FLTLT Rieper says that he and the crew were delighted to be able to help.

“It was a good reminder how the Air Force can help small communities – that what we can do with a C-130, in this case, really makes a difference. It was great to see how happy people were, not only getting the power situation on Mauke sorted out, but when the kids were having a look at the aircraft while we were loading up – that was an added bonus.

“We spend a fair bit of time around the Pacific – the people of these countries are our friends and neighbours. We’re always ready to give them a hand if we can,” he says.
In February, the RNZAF brought more than 200 scientists and military personnel home from Antarctica as the 2014/15 Antarctic season approached its end. Operation ANTARCTICA comprises a range of annual NZDF commitments, including air transport and logistical support to the New Zealand Antarctic Programme.

Preparing to build an ice shelter, as part of the Cold Weather Survival Training course run by the NZDF Survival Training Centre with support from Antarctica New Zealand.

Operation ANTARCTICA is winding down after a successful season on the ice.
All RNZAF personnel involved in Antarctic operations participate in training, covering aircraft currency requirements for Antarctic flights, simulator training and practice using internally-generated approaches.

Personnel also take part in an extensive lecture programme covering Antarctic operating procedures and weather, a review of previous season lessons and polar flight planning.

This year, air crew took part in ice survival training provided by Antarctic New Zealand.

SGT Scott Ackroyd, who took part in training with other 5 SQN and 40 SQN personnel, says it was an opportunity to go into an extreme cold weather environment and test their gear and skills.

“It’s a pretty surreal place – it looks like ocean as far as you can see. I love it down there.”

“We’ve been really lucky to have Antarctica New Zealand invite us down here. Their training enables us to extend our knowledge and test our skills in a real environment and in extreme conditions not found at home.”

Temperatures have been as low as negative 40 degrees Celsius in the past.

FgOFF Andy Taylor says 5 SQN fly to Antarctica as often as possible as part of the NZDF’s Southern Ocean and Antarctica search and rescue responsibilities, while 40 SQN play a significant role every year, moving cargo, freight and providing support to Scott Base and McMurdo.

This year he took part in ice survival training, digging snow trenches 1-2 metres under the ice, carving out ledges for bedding and quarrying large chunks of ice for trench roofing.

“It’s a pretty surreal place – it looks like ocean as far as you can see. I love it down there.”

SGT Dave Peacock, PLTOFF Andrew Taylor and FLTLT Peter Barron extract ice blocks used for building a survival shelter.

In February, a 53-strong team of NZDF personnel worked around the clock in 24-hour daylight to unload and reload a massive supply ship called Ocean Giant. In a slick eight-day operation, the team unloaded 389 crates containing food, vehicles, scientific equipment and general supplies that will last 12 months – reloading with 550 crates of waste and equipment from the previous year. United States Marine Terminal Supervisor on the ice, Michael Davis, says: “The NZDF team are probably the most enthusiastic people I know, and definitely the most fit. They do pushups for every container they unload. We can’t keep up with them, they’re absolutely a notch above.”

KIWIS IMPRESS
IN 24-HOURS OF DAYLIGHT
Air Force News

International Air Show

RNZAF SHOWCASE AT INTERNATIONAL AIR SHOW

Visitors to this year’s Australian International Air Show got a taste of what’s going on across the ditch thanks to an RNZAF contingent who took every chance to tell our story. The Australian International Air Show is held every two years at Avalon Airport in Geelong, Victoria. Crowds of up to 180,000 were expected at this year’s five-day event. The event, open to the military and defence industry for the first three days, becomes a public event in the final weekend. This year, it featured a wide range of information, entertainment and activities, including air displays of historic warbirds, supersonic jet fighters and attack helicopters and ground exhibits.

The RNZAF set up an information stand in one of the three main trade pavilions, provided a static display of the T-6C Texan IIs and had personnel fly to the event in a Boeing 757 to meet and talk to the public and enjoy the event.

For SqnLdr Brett Clayton and FltLt Dan Pezaro, this year’s Air Show provided the opportunity to showcase the latest T-6C Texan IIs, currently en route to Ohakea from the United States, where they were manufactured. SqnLdr Brett Clayton says: “Talking about the T-6s inevitably leads to questions about the Air Force more generally. People are interested in what we do, our capability – the whole Air Force story. I also tell people it’s an exciting time to fly with the RNZAF, particularly with the introduction of the T-6s. I think they’re a great training aircraft with huge potential to produce excellent quality pilots. With these things, there’s plenty of opportunity to professionally advance your skills and to feel excited about flying generally. They’re very cool.”

SqnLdr Brett Clayton and FltLt Dan Pezaro.

SqnLdr Brett Clayton discusses the T-6s with Secretary of Defence Ms Helene Quilter.

FltLt Dan Pezaro talking about the T-6s to a member of the public.
W/O Angela Hockenhull and SQNLDR Stewart Watson spent three-and-a-half days on the NZDF stand at this year’s Australian International Air Show taking queries from industry and military representatives. SQNLDR Watson says: “Events like this are a great opportunity to tell our story and to let people know more about what we do. Often you’re putting people onto the right contact person within NZDF. Sometimes you’re continuing to build relationships – we had reps from Kongsberg who make military technology drop by. A lot of people just want to know the background to the Air Force in New Zealand and to get a feel for what’s happening. Overall, I’d say this year’s event was taken extremely seriously by the defence and military industries. We saw a lot of high-level personnel – our CAF, our Secretary of Defence, the RAF CAF and several three-star Generals from the United States.”
DEPLOYMENT TO THE MIDDLE EAST

In February, one team of RNZAF P-3K2 Orion and crew left for the Middle East, while another made the return journey. The deployment is part of an ongoing, multi-national counter-piracy and security operation that aims to reduce the presence of pirates, and their vessels, in the region.

FIRST-HAND VIEW OF THE MIDDLE EAST

By WGC DR Peter Gibson, Combined Maritime Force

In December, I started a three-month posting with the Combined Maritime Force (CMF) in the Middle East, alongside Navy LT Bobby Nesbitt.

My role means I wear three hats – one hat involves doing the planning required for member nations to take their turn at commanding one of three forces up here, making sure everything runs smoothly.

My other hat means I represent New Zealand as the Senior National Officer. My third hat means I am the P-3K2 Liaison Officer, responsible for coordinating the 5 Sqn detachment and headquarters here in Bahrain.

LT Nesbitt provides intelligence assessments relating to maritime activities in the Arabian Gulf, especially those related to maritime security.

Working in an organisation as diverse as the CMF can be quite a challenge. But it is also a great experience.

Both LT Nesbitt and I have daily contact with colleagues from almost all 30 CMF nations and the real strength of the organisation is founded on the personal relationships that are formed between individuals.

The CMF motto is ‘Ready Together’ and these two simple words very accurately reflect the goal of CMF – to be ready to counter any maritime security threat in the region and to achieve this together, as a collective group.

Of course, each nation brings a slightly different view of the world to CMF, but the great strength of the organisation is its diversity and the shared desire for security in the region.

“Working in an organisation as diverse as the CMF can be quite a challenge. But it is also a great experience.”

Bahrain is much like a number of other countries in the Middle East. It is a modern nation with a strong local culture, though Western influence is visible everywhere.
Bahrain is fortunate not to have suffered from the same level of terrorist activity as many other nations, although there are groups actively pursuing changes in Bahraini society, which results in daily protests and clashes with police.

Fortunately, these do not occur in the vicinity of the Base where we work and surrounding neighbourhoods where we live. But, like most places, we have to maintain a good level of awareness of where we are and what is happening.

Generally speaking, Bahrain is flat and dusty. There’s not a lot of grass for outdoors sports, yet it is common to see cricket being played by foreign workers in the numerous, dusty vacant building sites, using a roll of carpet as the playing surface.

I have been fortunate to be in Bahrain over the winter when the temperatures are quite pleasant. However, it is a different story in the summer when temperatures climb as high as 50 degrees Celsius and heat-related health issues are a real concern.

The P-3K2 Orion is continuing its patrol work for the rest of the year, while HMNZS TE KAHA is likely to join CMF in April. The P-3K2 is a hugely popular asset in CMF and it’s true to say that the information provided by 5 and 230 SQN personnel is like gold to the Forces up here, as they try to locate and intercept vessels involved in pirating, drug smuggling and other criminal activities.

TE KAHA will also make a significant contribution, as she will be dedicated to the CMF operations for the full period she’s in the region.

With a month to run on my posting, I’m looking forward to returning to New Zealand and my family.

LT Nesbitt will be here until mid-year and CDR Graham Emmerson arrives in early March to replace me. There’s no doubt that our two staff officer positions and the P-3K2 detachment and TE KAHA mean our contribution to the CMF will continue to be highly regarded throughout 2015.

Being in the Middle East comes after 21 years with the Air Force. I joined in 1993, completing my specialist training in Australia.

To date, I’ve flown with 5 SQN in Auckland, been an aircrew instructor in Australia and spent five years in the United States with my family. There, I worked on a project to upgrade the electronic systems on the Orion – a career highlight for sure.

Most recently, my family and I moved to the Wairarapa – which I love, I went to high school there – and I commute to Wellington to manage the NZDF’s training and exercise programme.

When I get back from deployment I’ll go do the NZDF Senior Staff Course, an eight-month academic course covering a wide range of military and political subjects.

It’s great being part of the RNZAF team and achieving tangible results every day. The variety in our work is incredible.

What Is The Combined Maritime Force?

The Combined Maritime Force (CMF) is a 30-nation coalition force responsible for maritime security and cooperation and counter terrorism and counter piracy in the Arabian Gulf.

CMF member nations (like New Zealand, which has a long record of membership) provide ships, aircraft and personnel on a voluntary basis. Our 5 SQN deployment to the Middle East is involved in patrolling the Arabian Sea, counter-piracy and counter-narcotics patrols, with our Navy contributing frigates and command teams.

CMF HQ consists of approximately 100, mostly Navy, personnel, drawn from member nations. Most recently, the NZDF has had one to two staff officers (one from the RNZAF and one from Navy) in the intelligence and plans departments.
**Spitfire Stars at Change of Command Parade**

Chief of Air Force AVM Mike Yardley reviewed a parade at Base Auckland on 2 March 2015 to mark the new command arrangement and the formal appointment of Base Commander GPCAPT Tim Walshe.

The Queens Colour of the RNZAF and Squadron Standards from 5 and 40 Squadrons were paraded. At the parade’s conclusion, a Spitfire performed a flying display recognising the historical link to 485 Wing.

Under the restructure, 485 Wing, 488 Wing, Operational Support Command and 209 Squadron are disestablished, having made an important contribution to the RNZAF over the years.

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**No 485 (NZ) Squadron**

No 485 (NZ) Squadron was formed 73 years ago, at RAF Driffield in Yorkshire under the command of SQNLDR Marcus Knight DFC, from Dannevirke. The Squadron flew continuously throughout the war before disbanding in late August 1945. The Squadron crest was adopted by the RNZAF Strike Wing at Ohakea in 1967. Following the disbandment of the Strike Wing in 2001 the crest and motto were adopted by 485 Wing, which was established to provide operational airworthiness oversight of RNZAF’s operational units. As part of the new headquarters, 485 Wing and its history continue to be recognised within the headquarters building.

**Operational Support Wing**

This wing assumed its title in place of the Air Base Wing that was formed in January 2001. Responsible for services and elements that support the flying units and serve the...
In January, GPCAPT Nick Olney was welcomed to the role of base commander for Ohakea. His role takes in flying squadrons, technical support and trade-related units, including the T-6C Texan IIs of the pilot training squadron and the Central Flying School, the Beech B200 King Airs of 42 Sqn, the Iroquois helicopters of 3 Sqn and the A109 and NH90 helicopters of the helicopter transition unit.

Wider base, the Operational Support Wing has until recently served as the central Base Headquarters. The elements within the Operational Support Wing continue to work under the new command structure headquarters with the synergies of both the Operational Support Wing and that of 485 Wing headquarters.

209 (Expeditionary Support) Squadron

In 2001 the unit commenced supporting military air operations under the name of Operational Support Squadron, delivering air movements, deployable bulk fuel and security and operational communications functions, later becoming the Expeditionary Support Squadron in 2007, with a greater focus on preparing and supporting RNZAF force elements through the addition of Survival Training and Operational Logistics. In 2011, it became 209 (Expeditionary Support) Squadron, numbered and badged to emphasise its key role as a force enabler within the RNZAF. While the Squadron has been officially disbanded, its functional capabilities continue to be delivered within the RNZAF, with the people delivering those capabilities continuing to do so with professionalism and dedication and building on the reputation 209 Sqn has established over many years.

Ohakea’s New Base Commander

In January, GPCAPT Nick Olney was welcomed to the role of Base Commander for Ohakea. His role takes in flying squadrons, technical support and trade-related units, including the T-6C Texan IIs of the Pilot Training Squadron and the Central Flying School, the Beech B200 King Airs of 42 Sqn, the Iroquois helicopters of 3 Sqn and the A109 and NH90 helicopters of the Helicopter Transition Unit.

Left image: The Officer Commanding No 485 Wing at RNZAF Base Auckland, GPCAPT Tim Walshe, undertook a duel flight in a vintage Supermarine Spitfire aircraft, piloted by Mr Doug Brooker. The current No 485 Wing RNZAF is linked to the original No 485 Squadron RNZAF, which exclusively flew Spitfire aircraft in the European theatre of operations during the Second World War. GPCAPT Walshe (left) and pilot Mr Doug Brooker (right) beside the Spitfire on the Flight Line at RNZAF Base Auckland.

Change of Command parade at RNZAF Base Auckland on 2 March 2015.
It is less than two weeks out from the IRB World Series Sevens tournament in Wellington.

Fijian media buzz is all about who will make the Fijian side and if Samasoni Viriviri (2014 player of the year) can lead the team to victory.

It takes a big news story to trump the Sevens in a country that is so passionate about sport – but Operation CATALINA manages to do this on Saturday 31 January.

The P-3K2 Orion and her crew, including CAF AVM Mike Yardley, new Defence Advisor to Fiji LTCOL Bill Keelan and Head of Planning at NZDF Joint Forces COL Stefan Michie, land in Suva the day prior to little fanfare from the locals.

Nausori Airport is about 40 minutes from downtown Suva but the aircraft doesn’t arrive unnoticed, flying over the city before landing.

The arrival of the P-3K2 is significant. This is the first time since December 2006 that an RNZAF aircraft has come to Fiji to conduct a maritime surveillance patrol.

Operation CATALINA is the result of an earlier visit by the Minister of Defence, Hon Gerry Brownlee, in December 2014, and is the first military contact between the two countries since bilateral defence ties were suspended in December 2006.

The RNZAF works with the Fijian Navy and a Fijian Fisheries Officer on Operation CATALINA.

First stop on the morning of 31 January is to Fijian Naval Base Stanley Brown near the Port of Suva. The Naval Base is both the Maritime Surveillance Centre and the Rescue Coordination Centre.

Navy personnel talk AVM Yardley through how they run their maritime surveillance and then Navy and RNZAF personnel work together to plan the details of the surveillance flight happening that afternoon.

One of the Fijian Navy’s patrol vessels is already at sea patrolling their Exclusive Economic Zone to the west. It is agreed that the P-3K2 will link up with the vessel so the two can coordinate their capability – a key priority for both the Navy and RNZAF.

On board the P-3K2 for the flight are three Fijian Naval personnel and one fisheries officer. This is a great opportunity for the Fijians to see first-hand how the P-3K2 operates and for the crew to work with new people.
Operation CATALINA

“The arrival of the P-3K2 is significant. This is the first time since December 2006 that an RNZAF aircraft has come to Fiji to conduct a maritime surveillance patrol.”

Also onboard are two cameramen from Fiji Broadcasting Corporation and Fiji TV, the footage they gain is later used on the six o’clock news as the lead story for the day.

Departing at 1230hrs, the flight is about three hours in length. The tasking issued by the Maritime Surveillance Centre requests the P-3K2 to patrol the Fiji Exclusive Economic Zone and High Seas Boundary.

The P-3K2 spends about two hours in the central zone where the Navy patrol vessel is located. The P-3K2 generally looks for either fishing vessels or pleasure craft to see if any of the vessels are conducting activities that they shouldn’t such as illegal fishing or poaching and pollution, immigration or anything raising biosecurity concerns.

For Operation CATALINA, the RNZAF is tasked to look at fishing vessels as a priority but also to report on all other vessels in the area (including pleasure craft and merchant vessels).

The presence of an RNZAF aircraft in a patrol area provides a deterrent effect to potential infringers.

There are two types of infringements – technical and non-technical. An example of a non-technical infringement is fishing in an area without a licence, while a technical example is displaying an incorrect callsign on a vessel.

During the Saturday flight, the P-3K2 locates a few vessels and provides information about the vessels back to the Fijian Maritime Surveillance Centre.

It is important that Fiji has a good understanding of what is happening in its waters and by whom.

Likewise for New Zealand, it is a good opportunity to see what was happening in the area and provide assistance to one of our South Pacific partners.
Laucala Bay Commemorations

A reception was hosted by the New Zealand High Commission to commemorate the RNZAF’s service in Laucala Bay. A small display of historical images were on display for invited guests.

Laucala Bay Anniversary in Fiji

New Zealand High Commission children visit the Orion, here with SQNLDR Russ Simons.
In January, RNZAF personnel took part in a series of activities in Fiji to commemorate the 50th anniversary of 5 SQN’s withdrawal from Laucala Bay. During its time at Laucala Bay, 5 SQN flew Catalina and Sunderland flying boats from 1941 to 1965 and carried out long-range maritime reconnaissance, transport and air-sea rescue missions. The Squadron is also particularly remembered today for its assistance to local civilian communities.

A key aspect of the Fiji commemorations was a formal reception and photographic exhibition held at the New Zealand High Commissioner’s residence. The exhibition showcased a number of photographs and paintings depicting 5 SQN’s time at Laucala Bay. The exhibition will be gifted to the Fiji Museum in Suva so the images can be viewed by the public.

Invited guests to the exhibition included the RNZAF contingent, diplomats, the Fijian Minister for Immigration National Security and Defence, Fijian military veterans and locals with an interest in keeping the history of Laucala Bay alive.

AVM Mike Yardley, a former Commanding Officer of 5 SQN, was guest speaker for the event. He said it was appropriate that 5 SQN was in Fiji to commemorate Laucala Bay and to fly the first maritime surveillance flight since 2006. He said the friendships established with the Fijian military personnel 50 years ago continued to be very important.

Three Fijian veterans who served with 5 SQN at Laucala Bay, and were present at the closure of the station in 1965, attended the photography exhibition. Panapasa Vakacegu, Konisira Ratumaiwai and Sawe Raura are still friends and sometimes get together to reminisce about their time working with the New Zealanders at Laucala Bay. Konisira Ratumaiwai was pleased to see 5 SQN back in Fiji. “They can help during search and rescue missions and I believe it can bring positive change to our people.”
Established in 1941, Laucala Bay was the base from which 5 SQN carried out maritime surveillance in the South Pacific region.

At its height, the Laucala Bay Station was home to 600 deployed RNZAF personnel. Terry Pullman is one of these retired servicemen. He served at Laucala Bay as an engine fitter on the Sunderland Flying Boats from 1963 to 1965.

“The deployment was no hardship, it was a laid-back lifestyle in Fiji with warm weather and we all got on well with the locals. Most single personnel only got an 18-month posting, but I was lucky enough to get a six-month extension. I really enjoyed my time at Laucala Bay,” he says.

Laucala Bay was split into two camps – top and bottom. Up top housed the accommodation, administration, accounts, a medical centre and entertainment activities including a drive-in cinema. The bottom camp was on the water’s edge and housed everything needed for the flying boats, first Short Singapores then Catalinas and Sunderlands.

“I worked with a team who looked after all the maintenance for five to six Sunderlands. It was a great team. There was a local Fijian who worked in the propeller shop. He had been there so long he knew more about the aircraft than any of the New Zealanders.”

Fiji was a bit of a culture shock for the New Zealanders, but it wasn’t the only foreign country they saw on the deployment.

New Zealand also had a base at Tuvalu and every six weeks one of the aircraft would be sent up there on patrol looking for things that shouldn’t be there.

These flights were hotly contested amongst personnel and Mr Pullman remembers he was lucky to get two trips.

Laucala Bay was the largest community of New Zealanders to live in Suva. Many strong friendships were formed between the Kiwis and the Fijians. It was a sad day for personnel from both nations when the Station closed in 1965.

Sawe Raura was in the Fijian Army and clearly remembers the day the RNZAF left Laucala Bay: “I served for 20 years and I can say that day was one of the saddest days for me in the service. We had an amazing bond with our New Zealand brothers, we were a family.”

The last Sunderland left Laucala Bay in 1967, when the RNZAF base land was acquired by the University of the South Pacific. The site still houses the Fijian campus of this university, although many Fijians still fondly remember it as a thriving air base.

A reunion for all RNZAF personnel stationed at Laucala Bay, Suva was held in Blenheim from 27 February to 1 March.
BASE WOODBOURNE turned on the sun and hospitality for about 100 Laucala Bay Reunion attendees, who were in Blenheim to commemorate their service at Laucala Bay, Fiji. On Sunday 1 March, reunion attendees were treated to an introduction to Base from W/O Dave Lark and a tour, which included the junior ranks’ mess and No.5 hangar. Sunday’s tour was part of a three-day event, organised by retired serviceman Terry Pullman. Reunion attendees caught up with old friends, shared stories and photographs and went to a formal dinner at the Old Marlborough Club on Saturday night.

Wellington-based author and social and oral historian Bee Dawson has started writing a social history of Laucala Bay, due for completion in 2016. Throughout the reunion, Ms Dawson interviewed former servicemen and women about their roles and lives in Laucala Bay. “My history will be story-driven and largely anecdotal with the facts woven in. These people are such marvellous story tellers and I really want that to come through in the book. I’m after the service stories, the tall stories, the stories of the flying boats and the hangars, as well as what they ate and what they did in their spare time.”

LAUCALA BAY REUNION IN BLENHEIM

Reunion attendees (clockwise from left) Jeanette and Philip Steel, Tex and Mary Rickard, Alistair McLean, Ivor and Yvonne Powick and Wally Munro, Bill Wilson and Nancy Munro.
Over the next few months, Air Force News will follow two recruits – Emma Porritt and Shaun Lindsay – on the R1/15 Recruit course. We will track their progress through the Air Force recruit course’s three phases (dependent, interdependent and independent) and watch the pair develop as individuals and as military personnel, hearing their first-hand experiences along the way.

**AC Emma Porritt**

**AGE:** 19  
**HOMETOWN:** HAMILTON  
**ROLE:** MEDIC

“Coming from the North Island, RNZAF Base Woodbourne is a long way from home, especially when you don’t know anyone. But it’s like I’ve gained seven new sisters – all in one week – with just seven women in a group of 47 recruits. It all started when we enrolled and signed the dotted line together. After that we took part in admin, uniform fittings and equipment issues that seemed endless. We had two personal training sessions in a week, with 30-second showers to cool off. Next came the classroom sessions, with many of us battling heavy eyelids and having that sense of drowning in information about topics like fire safety, health and resilience. Our first week also brought us an exercise called ‘the longest day’. With no timing devices, we were up hours before sunrise to form teams (sections) and face physical and mental challenges for 12 or more hours. We competed against other sections, which had us form a quick bond and gel as a team to complete the tasks in front of us.

“The mental and physical stress had us in agony come nightfall. Section 3, my team, had triumphs and defeats. It was a rollercoaster of a day.

“But we survived the first week and I have months ahead of me to look forward to.”

**AC Shaun Lindsay**

**AGE:** 21  
**HOMETOWN:** PALMERSTON NORTH  
**ROLE:** ARMAMENT

“Joining the Air Force has always been a goal for me – so I am stoked to be one of the few selected for the recruit course. Training began the moment we stepped foot in Woodbourne, setting up barrack accommodation. I’ve had a bit of experience being with the Air Training Corps, but as lessons began and personal training kicked in I realised there was a big difference between ATC and the RNZAF.

“A lot of what we have done so far has focused on three things: basic skills and knowledge; teamwork; and building a family among the people on our recruit course. I’ve also found one of my favourite training drills is a perfectly timed halt!

“There’s also been ‘the longest day’ – 12 hours of PT to complete, including a three beep test, airfield log carry, 400m sprints, raft building and circuit training.

“Another thing I’ve enjoyed is learning about the value of teamwork and supporting others, it’s pretty impressive what you can achieve when you work together. No matter how hard you push and no matter how beat you get, when you keep close to your team, your family, you can’t fail.

“I’m looking forward to the next challenge in R1/15, be it resilience or rifle training. There’s still a long way to go and a lot of work to do but that’s not going to set any of us back from passing our 14-week long interview that is the RNZAF recruit course.”
Well done to the Air Force men’s cricket team for taking out the interservice cricket trophy, the Bill Morley Cup, for the 15th year in a row.

The final match of a round robin competition, held on 12 February, saw the Air Force take on Army at North Shore Cricket Club grounds in Devonport.

RNZAF batted first, making 320/9 from 50 overs. In response, Army were all out for 260.

Team captain CPL Richard O’Flaherty says: “In the final match Air were once again made to bat first. But the pitch had flattened out and proved conducive to run scoring.

“We lost a few wickets early on, but we rebuilt with Sergeant Turkington getting 67 runs, Corporal O’Flaherty on 59 runs and Corporal Bowyer on 65 runs. Eventually we went on to make a solid 320 runs off 50 overs.

“Army put up a good fight, getting through to 260 before being bowled out in the 49th over, leaving victory to us.”

PLTOFF Stuart Glendinning who was Player of the Tournament, Most Valuable Player and Bowler of the Tournament says: “A major highlight had to be finishing the tournament with a dominant victory over the Army and winning the interservice competition for the 15th consecutive year!”

“This is the 15th year that our men’s cricket team has taken out the Bill Morley Cup, an achievement that I am very proud of. It is a testament to the hard work and dedication of our players and coaching staff.”

“Congratulations to the Air Force men’s cricket team on this outstanding achievement. You have upheld the high standards of our cricket team and brought great pride to the Air Force.”

Top Row (From left): SGT Darren Grant (Coach), AC Michael Parfitt, PLTOFF Stuart Glendinning, A/CPL Adrian West, LAC Matty Ford, OC/TO Blake De Raat, FG/TOFF Richard Raven, CPL Mike Jeffcoat. Middle Row (From Left): SGT Richard Vial, Mr Mason Robinson, CPL Richard O’Flaherty, F/S Peter Richardson (Manager), CPL Mario Bowyer, F/S Kim Bevins. Seated (From Left): LAC Stuey Nairn, SGT Chris Turkington. Not Pictured: F/S Derek Tidswell (Scorer).
**RNZAF MEN’S OVER 30S: TOUCH RUGBY CHAMPS**

Congrats to the RNZAF Men’s Over 30s touch team who are this year’s interservice touch rugby champs. The interservice touch rugby tournament was held over three days in mid February, with the Air Force taking out the final match against Army with a 7 – 3 win.

**STRONG FINISH FOR NZDF FOOTBALLERS AT MASTERS**

*By FLTLT Paul White*

Personnel aged 35 and over represented the NZDF at the New Zealand Masters Games Football competition held in Whanganui over Waitangi weekend. The competition consisted of seven 40-minute matches, played over three days. Final results saw NZDF O35s come in sixth place, achieving our best finish at Masters. Overall, this was an excellent performance from the NZDF O35s football team and highlights the strength and depth that NZDF possesses.

Anyone inspired to ‘dust off’ their boots and represent their Service at O35s level should contact their single service O35s football rep. Interservice football, including O35s, is currently scheduled to take place in Auckland in August.

Back row (L to R): F/S Dan Young (Air), Mr Dave Turner (Air), LTCDR Pete Young (Navy), SSGT Justin Marshall (Army), SQNLDR Oliver Bint (Air), F/S Mathew Pitts (Air), Player/Coach: FLTLT Paul White (Air), Strapper: Mr Matty Cole (Air). Front row (L to R): CPL Steve Rodwell (Air), Mr Paul Carrington (Air), Player/Asst Coach: SSGT Steve Parry (Army), SGT Nathan Hodges – Capt (Air), Maj Gareth Seeds (Army), SQNLDR Jason Cox (Air), Player/Manager: FLTLT Olly Oliver (Air), CAPT Jeremy Holloway (Army).
CONTINUOUS IMPROVEMENT: IMPROVING OPERATIONS AND EXERCISES

In 2011, HQ JFNZ introduced a lessons learned process to establish a culture of continuous improvement across all operations and joint exercises, drawing on the model used by NATO. The process covers key phases such as identifying a lesson on operation and taking the necessary action to address any issues raised.

By LTCOL Mike Duncan, J8, HQ JFNZ

After four years of continuous improvement, we know it’s best achieved by information sharing, having a process to identify valid lessons and having personnel to own the process of taking the necessary action to address any issues raised.

That’s what the J8 branch is helping personnel to achieve with a clear process for continuous improvement and through the tools we provide.

Here are a couple of additional tips on the continuous improvement process.

**Well-written Post-Activity Report (PAR)** — a well-written PAR is critical to ensuring we get to understanding and addressing the issues. A well written PAR has well-considered observations and provides the information that can lead to change.

**Add only good quality information to Electronic Reporting and Lessons Learned System** — the system is actually a goldmine of information with reports dating back 10 years. But it is only as good as the information that goes into it. Make sure your information is really top notch.

**Take ownership of the solutions** — a lot of us are great at identifying the lessons. But we need to get just as good at identifying and taking ownership of the solutions and making the changes needed to fix any issues. A lesson is not a lesson learned until a change has been made.

**Find out more from the information available to help you** — the J8 branch has produced a wide range of information to help personnel identify both lessons and solutions, including handbooks, reports, posters and newsletters. The Electronic Reporting and Lessons Learned System is a searchable database of past operational lessons and issues. It also features information from Australia, the United States of America, Canada and the United Kingdom.

RNZAF personnel can also find out more from the NZDF ILP. Click on the HQ JFNZ logo and select ‘continuous improvement’ from the ‘deployable information’ menu (on the right hand side). Look on the J8 JFNZ intranet site for the HQ JFNZ Lessons Handbook.

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**CONTINUOUS IMPROVEMENT THE NZDF LESSONS CYCLE**

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**COLLECT PHASE**
- Post-Activity Reports are submitted into the Electronic Reporting and Lessons Learned System or a team from J8 visit and conduct a Lessons Collection Activity.

**ANALYSE PHASE**
- Observations are grouped and become common insights.

**DECIDE PHASE**
- Common insights are taken to a decision group of subject matter experts for validation and identification as lessons.
- Subject matter experts decide what action needs to be taken (to address the lesson), who owns the lesson and the implementation of the required change.

**IMPLEMENTATION PHASE**
- Commander HQ JFNZ directs the change to occur under monitoring by the J8 branch.

**VALIDATION PHASE**
- J8 validates the change.
On January 20, nearly 100 members of our base Woodbourne community climbed aboard a Hercules to fly to Christchurch and spend the day at Wigram Air Force Museum.

For most of us, the flight was a real adventure. Adults and children were curious about the unusual interior of the aircraft. There was a mix of smaller children either clinging onto their parents’ arms, unsure of what was to come, while the more relaxed children started playing games or munching on food that was brought along.

Our 50-minute flight went smoothly and after a perfect landing we bussed to the museum.

The museum staff were so very welcoming – and gave us a choice of two behind-the-scenes guided tours, which took us to various parts of the museum like the restoration hangar and archives.

We were amazed at all the work that goes into restoring aircraft and archiving memorabilia. What also really stood out was the knowledge and the enthusiasm of the staff. I certainly sensed a pride in the work the museum staff do – and could see it in their amazing displays.

After three-and-a-half hours, it was time to head home. Every family received an awesome booklet on the Air Force Museum – a fantastic gift to take home and a great way to remember a great day.

The Hercules flight home was so smooth, that many of our smaller passengers – and adults, might I say – enjoyed a wee nap, likely dreaming of the many amazing things they’d seen and experienced.

It is hard to pick one single highlight of our adventure – the museum just offers so much and everyone has their own story of what was best on the day.

But, I’d say, this feedback probably sums it up for many of us: “Thank you so much for organising this, it really was a day to remember both for me and for my two littlies. The hosting at the museum was well beyond what I expected and made for a really satisfying day. It’s these sorts of things that make you pleased and proud to work for the Air Force. Thank you!”
In late January, a group of about 40 Vietnam war veterans took a final flight in the Iroquois helicopter, marking nearly 50 years of service for the aircraft. The Iroquois, an aircraft long associated with the Vietnam war, is being replaced by a fleet of NH90 helicopters and will be retired in May this year after nearly a half century in operation.

The veterans gathered at Base Ohakea and included former RNZAF AVM Robin Klitscher and former RNZRSA national president Don McIvor.

As part of the Iroquois ‘farewell’ from service, a number of Vietnam veterans were taken up for flights in the Iroquois helicopter.
On Saturday April 25 many New Zealanders will observe Anzac Day and commemorate the landing of the Australian and New Zealand Army Corps (ANZAC) at Gallipoli, Turkey during World War I in 1915. This event remembers all New Zealanders who served their country in wars and conflicts.

NZDF and RNZAF personnel will play a key role in this year’s Anzac commemoration services at home and overseas. Here’s a snapshot of what is planned to date.

**GLOBAL**

- **Turkey (Anzac Day, 2015)**
  Gallipoli Dawn service and New Zealand Memorial Service Chunuk Bair
  An official party of NZDF personnel, with representatives from the RNZAF, will participate in the Gallipoli Dawn service and New Zealand Memorial Service in Chunuk Bair, Turkey on Anzac Day.

- **Belgium (24 – 25 April, 2015)**
  NZDF personnel, with representatives from the RNZAF, will participate in six different Anzac Day events in Belgium between 24 – 25 April. Two events will be New Zealand-led events.

- **France (25 – 26 April, 2015)**
  NZDF personnel, with representatives from the RNZAF, will participate in four different Anzac Day events in France between 25 – 26 April. Two events will be New Zealand-led events.

- **United Kingdom (Anzac Day, 2015)**
  A range of Anzac Day events involving NZDF personnel are planned for the United Kingdom, including an Australia-New Zealand-led dawn service, in London.

- **Europe (Anzac Day, 2015)**
  NZDF personnel will attend Anzac Day commemoration services (in support of the Ministry of Foreign Affairs and Trade) in:
  - Berlin
  - Vienna
  - Rome
  - Warsaw
  - The Hague
  - Madrid.

**AUSTRALIA**

- **Canberra (24 – 25 April, 2015)**
  An NZDF contingent will take part in commemorations in Canberra, to match the Australian Defence Force presence in Wellington on Anzac Day. The NZDF rugby team (travelling at the invitation of the Australian Defence Force rugby team) will play against their Australian counterparts in Canberra over Anzac weekend.

- **Sydney (Anzac Day, 2015)**
  An NZDF contingent will take part in commemorations in Sydney.

- **Melbourne (Anzac Day, 2015)**
  An NZDF contingent will take part in commemorations in Melbourne.

- **Brisbane (Anzac Day – 1 May, 2015)**
  An NZDF contingent will take part in commemorations in Brisbane. The NZDF Rugby League team (travelling at the invitation of the Australian Defence Force Rugby League team) will play against their Australian counterparts in a curtain-raiser to the Anzac test on 1 May.

- **Perth (Anzac Day, 2015)**
  An NZDF contingent will take part in commemorations in Freemantle. The NZDF netball team (travelling at the invitation of the Australian Defence Force netball team) will play several games throughout Western Australia.

- **Darwin (Anzac Day, 2015)**
  HMNZS ENDEAVOUR will be in port on Anzac Day, with the Ship’s Company participating in local commemorations.
Cook Islands (Anzac Day, 2015)
NZDF personnel will take part in commemorations in the Cook Islands.

Samoa (Anzac Day, 2015)
NZDF personnel will take part in commemorations in Samoa.

Tonga (Anzac Day, 2015)
NZDF personnel will take part in commemorations in Tonga.

Wellington (Anzac Day, 2015)
NZDF and ADF contingents will take part in national commemorations in Wellington throughout Anzac Week.

Regional New Zealand (Anzac Day, 2015)
NZDF will support over 360 community events across New Zealand on Anzac Day.

1992/269 – Marine Craft W88

Many of our visitors wonder why there is a boat in the Air Force Museum collection, but few realise the RNZAF once had a marine section, which operated various types of marine craft.

Marine Craft W88 (crash/control launch) was used as a control boat for marine operations by Sunderland and Catalina flying boats operating from Auckland Harbour and Hobsonville. Built circa 1942, it remained in RNZAF service with the marine section until 1967 when it passed to the Navy and was used as a work boat until 1984. That year it was withdrawn from use, considered beyond economic refurbishment and destined for scrap.

The Marine Section Reunion Group acquired the launch in 1986 and began refurbishment, which continued until the completed launch was relocated to the Air Force Museum in 1992.

Control boats maintained radio communication with flying boats and ensured their take-off and landing path was clear of obstacles and floating debris that could easily damage the thin hulls of the flying boats.

W88 is currently stored in the Museum’s No. 3 Hangar and can be viewed on the guided Behind the Scenes Tour.

AND THE WINNER IS...
Mrs Wendy Moss from Burnham Military Camp. Congratulations Wendy.

You’ve won a copy of The Western Front, A Guide to New Zealand Battlefields and Memorials by historian Dr Ian McGibbon.

Thanks to Penguin Books for making the book available.
The RNZAF is playing a key role in a multi-national group aiming to integrate the planning and conduct of combined Air operations. The Air Mobility Working Group, is part of the Air and Space Interoperability Council (ASIC), and one of seven working groups that meet every year to discuss and resolve interoperability issues. The focus of the Air Mobility Working Group is combined Air operations and the development of joint air standards, procedures, advisories and information. Working group members represent New Zealand, Australia, Canada, the United States and the United Kingdom.

In November last year, the RNZAF hosted the annual Air Mobility Working Group meeting at HQ 485 Wing. Five key themes were raised during the meeting, which are outlined in more detail in this article.

**01 AWARENESS OF INTEROPERABILITY DOCUMENTS**

One of ASIC’s priorities is to ensure our operational level planners and tactical level operators have awareness and understanding of both the ASIC and North Atlantic Treaty Organization (NATO) interoperability documents. The aim is to make it easier to plan and conduct operations when we work alongside one another and/or with NATO countries.

So, we are likely to see more reference to and approval for use of NATO publications in our own publications and orders (authority to use) system.

**02 UNDERSTANDING THE ‘RUB POINTS’**

Another priority is to increase the understanding among ASIC members of what works and what doesn’t when we operate together – or to use the latest buzz words – to better understand what the so-called ‘rub points’ are.

Giving out questionnaires to participants in exercises and operations such as disaster relief and humanitarian
operations prior to or following these activities is one way ASIC members are seeking clarity on this issue. ASIC members are also welcoming direct feedback on what did or did not go well (the actual outcomes compared with documented expectations).

03 SHARING INFORMATION AND EQUIPMENT

We also discussed the importance of sharing information and equipment through Information Exchanges and Test Project Agreements.

Information Exchanges enable us to formally request and exchange information on a wide range of areas from equipment test results to training information for Night Vision Device (NVD) operations.

For the RNZAF, this information is invaluable as we look at our future air mobility replacement options and the impact on our ASIC partners. Another valuable tool that ASIC has at its disposal is Test Project Agreements (TPAs). TPAs enable members to loan (at no cost) one another’s equipment for evaluation or to fill a short term capability gap, eg, pending delivery of equipment or for training.

04 AWARENESS OF ASIC AGREEMENTS

During the meeting, the working group reflected on the various ASIC agreements and the importance of making members more aware of them.

Examples included the ASIC agreements for selecting and marking drop and landing zones – important for personnel flying fixed wing transport aircraft. These agreements cover the airdrop parachutes (belonging to other nations) we can use, handling and documenting dangerous air cargo and how to establish and operate a combined air terminal.

Additionally, a number of other ASIC working groups have developed agreements and information documents related to air mobility such as those related to aerospace medicine, fuels, agile combat support, force protection, force application and Command and Control/Intelligence, Surveillance and Reconnaissance (C2 & ISR).

05 LEVERAGING OFF NATO WORK

ASIC is also leveraging (not duplicating) more off the work done within NATO in trying to achieve the same interoperability goals, but across a larger group of nations.

The United States, Canada and the United Kingdom, as NATO-member countries, are already signatures to a number of NATO agreements and are playing a key role in developing new ones.

Where the agreements are consistent with the interoperability goals and practice of New Zealand and Australia, they can be approved for use. And, where there are variances, the details can be documented in an ASIC cover sheet – and the agreement still used.

CONCLUSION

Last year’s meeting successfully highlighted the fact that the ASIC goal of Seamless Air Mobility through Interoperability does not mean the Council’s member nations have to be the same.

Instead, it showed we can maintain our differences and achieve interoperability at the same time by being aware of where we differ, while, at the same time, being able to integrate these differences into the planning and conduct of operations.

BACKGROUND

ASIC represents the Air Forces of Australia, Canada, United Kingdom, United States and New Zealand. ASIC was originally called the Air Standardization Coordination Committee (ASCc) and was formed by Air Force Chiefs from the United States, Canada and the United Kingdom in 1948 to manage the air standardization agreement between those countries.

This agreement aimed to help member nations conduct combined air operations and provide one another with certain essential services.

The ASCC was expanded to include Australia in 1964 and New Zealand in 1965. The United States Navy participated at working group level from 1951. The organisation went through transformation and rebranding in 2005 to reflect the current global strategic environment with a renewed emphasis on coalition expeditionary operations.

As part of this rebranding, the organisation’s name was changed to the Air and Space Interoperability Council (ASIC).

For more information on ASIC
NZDF ASIC web page:
* http://org/airstaff/ASICPages/ASICHome.aspx
ASIC public website:
* http://www.airstandards.org
RNZAF APDC website:
* http://org/f-cap/APDCPages/Home.aspx
ASIC National Programme Manager for the RNZAF, SQNLDR Brett Marshall, on:
* brett.marshall@nzdf.mil.nz
Ian Gladding has an interesting job. He’s the Programme Delivery Manager for Internal Projects at Capability Branch, with around 40 military and civilian personnel working in his team as Project Managers.

He’s also a civilian, one of the few who have so far been through the Institute for Leader Development (ILD) Lead Capability course.

The Lead Capability course is one of seven that the ILD has responsibility for and is aimed at the LTCOL (E) level.

All of the courses are available for civilians and as somebody who has to work with both uniformed and civilian personnel Ian says the course helped him see both the differences and the similarities.

Ian was put onto the course by his manager, who had completed the Lead Integrated Capability course. Having a manager who understood the process meant there was assistance for Ian when it came to planning how he was going to implement changes to his work, and Ian will be able to provide that same assistance to staff below him who may attend the courses.

“I would certainly recommend that the personnel in my wider team do the courses. The self discovery and awareness is great. It was more than self discovery and awareness for Ian though, as his lightbulb moment came in the way of a wake-up call about his health.

“Some of us volunteered to wear heart rate monitors, firstly at rest and then in a stressful situation, which was delivering a presentation. My heart rate was quite normal while I was sitting and listening, but when I got up to present, well it went off the graph! The PTI’s present suggested I need to make time in my busy schedule and get away from the desk to work on my fitness.”

Through the learning in the course, and that advice from the PTIs, Ian now knows that he needs to structure his time better so he can factor in stress-reducing breaks and take exercise opportunities to walk and see people rather than emailing or picking up the phone.

“Like me, there were other people on the course who barely left their desks. We learned that it’s okay to delegate and it’s definitely okay to take breaks.”

The Hogan’s testing and 360 degree feedback was a highlight for Ian, who came away amazed at how people he knew he got on with well, would be revealed as polar opposite to him after testing.

“By working in our syndicates with a cross section of people who all scored differently in the testing, I learned that everybody is different and you have to accept and work with those differences. There was a real emphasis on self awareness and I came away from the course with so much in my head and so much I wanted to achieve.”

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<td>L CPL (E)</td>
<td>SGT (E)</td>
<td>WO’s as defined by PD</td>
<td>Command WO</td>
<td>Strategic WO</td>
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<td>12-17</td>
<td>18-20</td>
<td>21-24</td>
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HRMIS PROJECT: INTRODUCING A NEW ONLINE TALENT MANAGEMENT SYSTEM

The second phase of the Human Resources Information System (HRMIS) project goes live this month, with the introduction of a new online talent management system for NZDF.

The new system, known as SAP HCM – Talent Management, is being rolled out over the next 12 months, staggered by rank and employment groups.

Last year, phase one of the project made it possible to request leave, check pay, update personal details and make several transactions online, using DIXS, DIXS-RAS and the Internet.

Starting March 23, NZDF personnel will begin to use a common set of online processes and tools for career development, performance management and annual civilian remuneration review.

The new system features three new tools – talent profiles, career development plans and performance and development reports.

The tools make it possible for personnel to have more input into career development, goal setting and to record career-related outcomes online.

**THE SYSTEM WILL ALSO:**
- increase engagement in the talent management process
- give NZDF a common set of tools and processes for all ranks and grades and for military and civilian personnel
- improve access to talent management information (through being available online)
- integrate with the new Competency Framework within the Defence Professional Development Framework.

All personnel will receive a combination of education and online training prior to using the new tools for the first time and will have access to a range of relevant support and resources.

RNZAF LAUNCHES NEW RECRUITMENT TEST

The paper-based tests and SMA4 (known as the Monkey Box test) used by RNZAF psychologists to assess the aptitude of aspiring pilots and aircrew are being replaced by an improved digital version next month. The changes are part of the Pilot Training Capability project.

Starting PERSEL in April, candidates will sit a series of computer-based tests using a joystick, foot pedals and keypad.

Designed by Royal Air Force psychologists for aircrew operating in the automated flight deck environment, the tests will be suitable for a range of candidates, including aspiring pilots, air warfare officers and specialists, helicopter and air ordnance crew, flight engineers and parachute jump instructors. Senior Air Force psychologist, SQNLDR Maurice Jennings, says the new tests are expected to deliver more accurate results and save the service time and money as a result. He says the RNZAF plans to evaluate the tests and wants currently serving aircrew recruited using the old test system to try out the new one.

"The aim is to gather data to help us set the benchmark and to check how well the new system predicts performance of RNZAF aircrew. It will be a great opportunity to contribute to the implementation of this new testing system and check out the new selection tool."

Take part in the evaluation this month on the days listed below – we’re particularly interested in testing NCO aircrew.

- March 4
- March 11
- March 17
- March 24
- March 31

Please contact FLTLT Wendy Knight to book in a time.
Email wendy.knight@nzdf.mil.nz
Contact SQNLDR Maurice Jennings with any further queries on the new recruitment tests.

NEW PYROTECHNIC TRAINING REGIME INTRODUCED

The RNZAF has introduced mandatory pyrotechnic training for Air personnel required to use or handle pyrotechnics in the course of their normal duties. Training is valid for up to three years and is provided at the following levels.

- Level 3a, for personnel such as Safety and Surface personnel who handle and transport small quantities of pyrotechnics as part of their day-to-day activities.
- Level 3b, for Aircrew, Command and Recruit Training School (CRTS) instructors and Force Protection and Mobile Air Operations Team (MAOT) personnel to help them safely use the pyrotechnics related to their roles.
- Level 4, for Air Movement personnel who need to know about work safety, the relevant legislation, safe transportation of explosives and ammunition (using different modes of transport) and setting up Designated Transfer Zones.

All pyrotechnic training is available on RNZAF Bases, takes only a few hours (at most) and can be added to personal training information records stored in the NZDF-wide HRMIS system.

For more information contact your Base Armament Specialist.
Saunders-Roe (SARO) Cutty Sark Flying Boat

When Sir John Salmond wrote his report in 1928 on the air defence requirements of New Zealand, he recommended, among other things, the establishment of a coastal reconnaissance flying boat flight.

The New Zealand Permanent Air Force (NZPAF) purchased one Saunders-Roe (SARO) Cutty Sark flying boat as a training aircraft for the larger flying boats that Salmond had proposed for coastal reconnaissance.

Many of the recommendations in the Salmond Report, though, were not adopted and the coastal reconnaissance flight was never formed and the Cutty Sark was used for a variety of tasks, including communications and mercy missions.

The Cutty Sark arrived in Auckland in May 1930 and was assembled at Hobsonville. The Commanding Officer, Leonard Isitt (later AVM Sir Leonard Isitt KBE Chief of Air Staff 1943 – 46) flew it for the first time on 14 June that year.

It was used for naval cooperation, aerial photography and VIP transport, with some notable passengers being the Governor General Lord Bledisloe and Lady Bledisloe, the Prime Minister Gordon Coates and Lord Haig.

On one occasion an engine fire forced the pilot to land at sea about 20 miles from Auckland. It was grounded for three months while repairs were made.

The last recorded flight was by FGOFF RJ Cohen (later AIRcd Re RJ ‘Nugget’ Cohen CBE AFC) who took a 90 minute photographic flight to Motutapu Island with two crew on 23 November 1936. It was subsequently stripped for inspection and found to be uneconomic for repair. The Cutty Sark had only 221 flying hours before it was transferred to the Technical Training School at Hobsonville, finally being scrapped in the late 1930s.

SARO only built 12 Cutty Sarks, with most serving on short-run passenger services around England. The New Zealand aircraft was powered by two Hermes engines with a cruising speed of 78 mph and four hours endurance.

Iconic Dakota to be at Omaka on Easter Weekend

This year’s display of iconic Douglas DC-3 Dakota at the Classic Fighters Air Show at Omaka is not to be missed.

Get along to the air show during Easter weekend, 3 – 5 April, and see the aircraft for yourself.

Air show spokesman David McDonald says: “We’ll have three Dakotas on display – one of which was flown all the way from England,” he says. “Te Anau Lodge officially sponsored the flight over to New Zealand, giving the aircraft a formal welcome in Te Anau before it arrived here in Omaka,” says Mr McDonald. Since then, the aircraft has undergone engineering work in the Marlborough Aero Club’s main WW-II era hangar. It will play a static role at the Easter air show. The other two Dakota aircraft are New Zealand based, with both available for scenic flights from either Auckland or Wellington direct to Omaka.

To find out more about the scenic flights or to make a booking, contact:
Email: dc3charters@airchathams.co.nz
(Wellington to Omaka return)
0800 FLY DC3 (Auckland to Omaka return).

Background to Classic Fighters Air Show

This year’s show will be held over the three-day Easter weekend in April. Friday is the official practice day, which includes sunset flying, a concert and fireworks. Saturday and Sunday are the main show days with more than 100 aircraft participating, with mock airfield attacks, ground theatre and pyrotechnics.

The Friday twilight show starts at 5pm, with Saturday and Sunday’s programme running from 10am – 4pm.

For more information about the air show and how to buy tickets, go to:
Web: www.classicfighters.co.nz
**Saunders-Roe (SARO) Cutty Sark Flying Boat: Tech Specs**

<table>
<thead>
<tr>
<th>First flight</th>
<th>1929</th>
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</thead>
<tbody>
<tr>
<td>Crew</td>
<td>Two</td>
</tr>
<tr>
<td>Passengers</td>
<td>Two</td>
</tr>
<tr>
<td>Length</td>
<td>34 ft 4 in</td>
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<tr>
<td>Wing span</td>
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</tr>
<tr>
<td>Loaded weight</td>
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<tr>
<td>Powerplant</td>
<td>Two Hermes I engines</td>
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<tr>
<td>Max speed</td>
<td>Max 96 mph, cruise 78 mph</td>
</tr>
<tr>
<td>Range</td>
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<tr>
<td>Service ceiling</td>
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ANZAC DAY 2015
ST KILDA V CARLTON
WESTPAC STADIUM - WELLINGTON
25TH APRIL 2015 - 1:10PM

THE SAINTS ARE BACK IN NEW ZEALAND! TO CELEBRATE WE WOULD LIKE TO OFFER NZ DEFENCE:

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