NZDF AID MISSION TO VANUATU

HAPPY BIRTHDAY HERCULES

WW100: THE WAR IN THE AIR

RNZAF ANNUAL SPORTS AWARDS
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
Defence Public Affairs

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 over-ride 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.

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• writer’s name, rank and unit
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Contribution deadline for the June issue
Monday 4 May, 2015

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ISSN 1175-2327

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WW100: War in the Air
C-130 Hercules over Auckland City, RNZAF 2007.
First Word

By AIRCDRE Kevin McEvoy, Air Component Commander (ACC)

This year has started with the usual range of commemorative and operational activity, providing us with the chance to reflect on the relationship between the two and to think about the way our heritage influences the way we support and understand NZDF operations.

Last month, we commemorated 50 years since the withdrawal of 5 Squadron from Laucala Bay, Fiji – and at the same time re-established military contact between our two countries with Operation CATALINA, our first Orion maritime surveillance patrol operation in support of Fiji since 2006.

This month, we’re celebrating 50 years of service by the C-130 Hercules, one of the workhorses for our Defence Force. The Hercules continues to make a contribution to the logistic pool for the United States Antarctic Program and in April will head to the United States Advanced Airlift Tactics Training Centre – ultimately delivering us tactically-qualified crews able to support combat operations. More recently, we’ve seen the C-130s delivering aid, equipment and personnel to Vanuatu. It is this sort of utility that keeps these aircraft in such high demand within the NZDF.

Other operational aircraft are in the early days of creating their legacy with the RNZAF. The Iroquois fleet has served us well, but has handed over primary responsibility for national search and rescue to the NH90. Shortly, the NH90 will deploy on HMNZS CANTERBURY to Australia for Exercise TALISMAN SABRE. This will be the first time the aircraft has been integrated into an international training exercise offshore and is a reflection of the hard work and efforts of many people across the RNZAF.

In Whenuapai we recently celebrated the first flight of the SH-2G(I) Seasprite – another milestone in that aircraft’s early heritage – and we saw two of our newest T-6C Texan IIs at the Avalon Air Show in Australia, en route to their new home base in Ohakea.

All of this, of course, is underpinned by the new Change of Command across our Bases, which drives the activity on Base and will see all units better supported operationally.

In a few months, the operational skill, knowledge and capability of the RNZAF – and the wider NZDF – will come to the fore, as we embark on an operational deployment to Iraq. This mission will see us work alongside the Australian Defence Force, providing training to Iraqi security forces so they can regain the combat skills they need to roll back the threat posed by the Islamic State in Iraq and the Levant (ISIL).

In this, one of the NZDF’s most significant deployments, we will draw on a rich legacy of international security force partnerships dating back to the 1950s (most recently seen in Afghanistan).

The NZDF has a track record of providing high-quality military training and, as RNZAF personnel, we all have a key part to play in this work. It will require our support and leadership at both the individual and command level, both on deployment and back here in New Zealand. It will require professionalism and resilience – as well as courage, commitment and comradeship. We all have a role in ensuring we remain operationally focused to support this mission and the other operational outputs asked of us. This is how we make a difference and contribute to the wider NZDF legacy as A Force for New Zealand.
NZDF Aid Mission

RNZAF FIRST WITH AID SUPPLIES FOR VANUATU

An RNZAF flight carrying aid supplies to Vanuatu was the first to land in the tiny South Pacific nation following the destruction of Cyclone Pam in March.

Tropical Cyclone Pam hit Vanuatu on 13 March, causing loss of life, serious damage to property and widespread homelessness. The category 5 cyclone reportedly levelled whole villages with gusts of up to 320kmh. The New Zealand Government has since confirmed an aid package worth $3.5m.

A Hercules loaded with relief supplies flew to Vanuatu from Whenuapai on 15 March, kick starting the NZDF relief mission – a mission that has seen the deployment of approximately 390 NZDF personnel, as well as the Royal New Zealand Navy (RNZN) sealift and amphibious support ship HMNZS Canterbury, two Seasprites and a Beech King Air B200.

At the time of going to print, the NZDF had made eight successful return flights to Vanuatu, delivered 184,000 pounds (83,460 kilograms) of relief supplies and specialist personnel from other government agencies, the Red Cross and other non-government organisations. In addition, the RNZAF had carried out a surveillance flight to assess Tuvalu for damage. All up, 91 people who approached the Ministry of Foreign Affairs and Trade for assistance had been brought home by the NZDF.
On March 16, two RNZAF C-130 Hercules aircraft arrived back in New Zealand from Vanuatu carrying evacuees from the cyclone-ravaged country. The Air Force brought the Kiwis home on behalf of the Ministry of Foreign Affairs and Trade, to reduce any backlog in travel by commercial carriers. The New Zealand High Commission in Port Vila allocated space on the flights on a needs basis with priority given to those with medical conditions, the elderly and families with young children. Aircraft captain SQN LDR Matt Ferris said from Port Vila airport: “I’m very happy we could help them get home and we’re proud to be part of this international effort to help neighbours in need. It’s what we train for. But it’s very sad to witness the carnage and disaster. People here will be living with the consequences of this for years.”

The first of two SH-2G Seaspire helicopters from 6 SQN, lands on HMNZS CANTERBURY at Devonport Naval Base, prior to the ship’s departure for Vanuatu on 22 March.

NZDF medical personnel FLTLT Kit Boyes (left) and MAJ David Greenhough (right) on board a C-130 Hercules aircraft.
Happy Birthday Hercules

Application of the C-130 Hercules 50th Anniversary decals on to 40 Squadron C-130H(NZ) Hercules NZ7001 at RNZAF Base Auckland. Pictured, SQNLDR Paul Cockerton.
In March, the RNZAF celebrated 50 years of service from the C-130 Hercules aircraft fleet. The first of five C-130s landed at Base Auckland in Whenuapai in 1965. Since then the C-130 has been at the forefront of almost all NZDF operations, missions and exercises.

To celebrate the 50 year milestone, specially-designed tail art has been installed on Hercules aircraft NZ7001. The tail art will remain in place for the next 12 months.

The C-130 provides the RNZAF with tactical airlift capability and primarily performs the intra-theatre portion of an airlift mission due to the aircraft’s ability to land on dirt strips, paddocks and even beaches. The C-130 is suitable for a range of military missions including search and rescue, transporting troops and cargo, humanitarian aid and disaster relief and maritime patrol.

Chief of Air Force, Air Vice-Marshall (AVM) Mike Yardley says the utility of the aircraft is regularly demonstrated with the tasks undertaken by 40 SQN on a weekly basis. “The C-130 is one of our busiest fleets because of the variety of taskings it can complete. This summer season we have flown four missions to Antarctica to support Antarctica New Zealand, we transported two large electricity generators to Mauke in the Cook Islands and more recently we delivered life-saving humanitarian aid to Vanuatu following Cyclone Pam,” says AVM Yardley.

To ensure the C-130 remains fit for purpose, all five aircraft have been upgraded in a Life Extension Upgrade project led by the Ministry of Defence out of Base Woodbourne in Blenheim. This project has replaced mechanical, structural and avionics components, installed new flight deck communications and improved navigation systems. The last aircraft NZ7002 is due to be completed in December 2015. New Zealand is one of 60 nations who use the C-130 for tactical airlift. The C-130 is the longest continuous production run of any military aircraft in history from 1955 to present day.

Warrant Officer of the Air Force, Mark Harwood says it is a unit where everyone gets on and works well together. "One of the best things is the can-do attitude of the team because plans will always change but it is the team’s ability to be flexible, relaxed and go with the flow that creates a good work atmosphere."

Air Force News sat down with some past and present members of 40 SQN to talk about their memorable Hercules moments.

**AIRCdre Kevin McEvoy**
*C-130 Air Warfare Officer from 1988-93  
CO from 2007-08*

There is never a quiet week on 40 SQN because the Hercules is always flying. The agility of the squadron to go and do a great job regardless of the mission makes me proud. One minute you’re on cyclone relief, then going to Antarctica or on a search and rescue mission, then you could be transporting spares overseas. The operational focus is huge, everything NZDF does, the Hercules is there. A standout for me was participating in the penguin count in Antarctica. We’d fly at low levels for about six hours taking photos of the penguins for someone back in Wellington to count. During one of these flights we came across a huge iceberg that had an Olympic size swimming pool in the middle filled with the most stunning blue water. It was such an amazing thing to see.

**AIRCdre Tony Davies**
*C-130 pilot from 1988-93  
CO from 2003-07*

Flying the C-130 was my dream job. The aircraft is probably the main reason why I decided to join the Air Force. One of the great things about being on 40 SQN is the broad variety of locations you get to fly to. In my early days of flying Hercs, we’d fly nearly 3,500 hours a year across the fleet, which is huge when you think about it. I’ve got fond memories of three Hercs landed on the ice in Antarctica. I’ve got a photo of it on my office wall – it shows...
three aircraft against Mt Erebus. Heading home to New Zealand, we heard we were deploying to the Gulf. That deployment was definitely an experience I won’t forget. I recall dropping one of the heaviest equipment loads of the time (1992) – a 25,000 pound bulldozer and its blade in one pass. It’s the range of work on 40 SQN that keeps it exciting. You can take the Hercules anywhere.

WGCDR Sammy Clark
_C-130 pilot from 1995-2000_  
_CO from 2009-12_

When I joined 40 SQN the diversity and demands of tasking were immediately apparent. Within two weeks of qualifying on the Hercules, my first task was to go to Italy via the States and Bermuda to deliver a jet for repair. This really set the scene for the next five years. My most dominant memories are of the Pacific Island trips, though tasking took us all around the world. I recall long days and remote island airstrips working with a great team of people. In the mid 1990s, it was cyclone and disaster relief that took us to the Cook Islands and Papua New Guinea. In the late 1990s, we were in Bougainville, the Solomon Islands and Timor-Leste. Cyclone Martin, in 1997, saw us head to the Cook Islands and required a number of coral strip landings to transport sick and injured children, using literally every minute of daylight before departing the short, often rough, airstrips. Each flight required calculating the take-off weight to the nearest 100 pounds to get airborne. We’d have to take into account the short distances, obstacles and the high temperatures. Another highlight was winning the Bullseye trophy in 1998, which is still in the 40 SQN cabinet today. Canada, the United Kingdom, Australia and New Zealand all compete with two crews each. The competition demands three hours of low-level flying, testing the crew’s navigation, time on targets, load drops and spot landings. It also offers the chance to measure up against other countries.

WGCDR Andy Scott
_C-130 pilot from 2000-12_

My first time landing a Hercules as a pilot was on a short runway in East Timor. I was a junior co-pilot and my instructor was flying with me. That was the start of my 12 year posting to 40 SQN and I loved every minute about it. During my time on the squadron one of the biggest missions was the support to Afghanistan and I flew about 1,000 hours in total. We were escorted by F-16 fighter jets in Afghanistan, which was a cool experience. One of my favourite flying activities is Warbirds Over Wanaka and I was lucky enough to get to fly in two of these air shows. Dispensing flares as part of the air show was a highlight. It is always a privilege to show off our capabilities to the public and for such a big aircraft the Hercules is surprisingly light and easy to manoeuvre.

WOAF Mark Harwood
_C-130 maintenance engineer from 1988-93_  
_Warrant Officer 40 SQN from 2003-07_

I have two most memorable moments on 40 SQN. The first is deployment to the Gulf in 1990 for four months. We had two Hercules operating on that deployment and it was all hands to the pump, which is classic 40 SQN – everyone just chipping in to get the job done.

I was a Flight Sergeant in charge of the maintenance team and the time just flew by. It was much different then with no social media or email to keep in touch, all we were allowed was a six-minute phone call once a week.

Our support to the 2004 Boxing Day tsunami in Indonesia is the other activity that really stands out for me. I was involved with the majority of our coordination for that mission to Sumatra.

Personally these sorts of activities are the ones that make you feel good inside, we were quickly on the scene, delivering supplies and transporting refugees. It was long hours in hard conditions but I’m very proud of the work we did.
C-130 HERCULES

SIGNIFICANT MISSIONS

SOUTH VIETNAM (1965 – 1971)
The first three C-130H Hercules (NZ7001-7003) arrived in New Zealand on 14 April, 1965 to replace the Hastings and DC6s of 40 SQN. In May that year, the aircraft carried 161 Battery from New Zealand to South Vietnam as this country’s first combat unit in that war and subsequently carried the various troop rotations through until 1971.

ANTARCTICA (1965 – )
The Hercules was the first New Zealand aircraft to fly to the Antarctic on 27 October 1965, with a flight from Harewood, Christchurch to the ice runway at Williams Field at McMurdo taking 7.5 hours. The Hercules has since carried personnel, equipment and supplies to the Antarctic every year since, conducting around 14 flights each summer season from Christchurch as part of Operation ICE CUBE, the New Zealand contribution to Operation DEEP FREEZE.

In August 1998, 40 SQN successfully conducted a mid-winter emergency flight to Antarctica to evacuate a US civilian suffering from acute appendicitis. Despite 24-hour darkness, freezing temperatures and unpredictable winter weather conditions, the patient was safely delivered to Christchurch Hospital for treatment.

In January 1969, two more Hercules (NZ7004-7005) arrived in New Zealand, bringing the fleet to five aircraft. The Hercules have since flown to most parts of the world. They were the first New Zealand aircraft to visit China and the former Soviet Union and flew relief supplies to Pakistan, Bangladesh and Cambodia. In August 1990, two Hercules were sent to the Gulf to join an RAF transport squadron ferrying passengers and ammunition during the Gulf War.

HUMANITARIAN CRISIS ZONES (1994 – )
40 SQN deployed a Hercules to Rwanda in 1994 to provide humanitarian relief supplies to Rwandan refugees. During this brief deployment they carried some 750,000 kg of freight. Following the peace negotiations between the opposing sides in the Bougainville crisis, New Zealand deployed elements to the Truce Monitoring Group by Hercules in 1997, including transporting helicopters from 3 SQN. The C-130s were used for resupply and personnel changeover flights throughout the operation.

40 SQN was at the forefront of the international response to the East Timor crisis. The first operation, on 14 September 1999, was the evacuation of United Nations staff and refugees from the capital, Dili, by Hercules. Two days later, RNZAF Hercules began flying in INTERFET forces, with aircraft and crews working around the clock. Two C-130s flew from Darwin to Dili, while another Hercules and a Boeing 727 flew between Darwin and New Zealand. The crews worked long days, with Hercules flights often lasting 14 hours or more. With the transition to UN control, 40 SQN continued its support to the New Zealand contingent throughout its time in Timor Leste.

The RNZAF responded quickly to the tragic events of the 2004 Boxing Day tsunami, immediately offering support to the Australian-led relief effort. Within four days a B757 was carrying medical and Police personnel to Thailand. On 1 January, 2005, a C-130 Hercules began regular flights to Banda Aceh in Sumatra, carrying medical supplies, food, tents and relief workers and took injured people to Jakarta for treatment. A second C-130 was added to the relief effort the next day.

AFGHANISTAN (2003 – 2014)
A C-130 was based at Ganci Air Base in Kyrgyzstan in June 2003 and flew cargo and passengers into Afghanistan for...
four months. Afterwards 40 SQN provided regular flights by Hercules into theatre in support of the New Zealand Provincial Reconstruction Team in Bamiyan province until the mission ended in 2014.

NEW ZEALAND AND THE PACIFIC (1965 – )
Like the Orion, the Hercules has presented a familiar sight and sound in Pacific skies, either through delivering humanitarian aid and disaster relief assistance following natural disasters in the South-West Pacific or participating in NZDF exercises in the region. If there has been a significant natural event, 40 SQN has almost always been there with its Hercules.

LOCKHEED BULLS EYE TROPHY

COMPEtITION

RNZAF Hercules have participated regularly in the Lockheed Bulls Eye Trophy competition for aerial delivery, competing with Hercules from the RAF, RCAF and RAAF, achieving high levels of success.

C-130 LIFE EXTENSION PROJECT

LARGEST UPGRADE IN THE WORLD FINISHING UP

The Ministry of Defence is on track to finish upgrading the fifth and final C-130 Hercules in the RNZAF fleet by the end of the year – bringing to a close the world’s largest Hercules upgrade programme.

The RNZAF has a total fleet of five C-130 Hercules aircraft – four of which have been upgraded to the C-130H (NZ) model, as part of a project called the Life Extension Programme.

The Ministry of Defence, responsible for the upgrade programme’s production phase since mid-2010, is set up at Base Woodbourne under the management of Graeme Gilmore. Contractors Aviation Labour Group and Safe Air provide a range of labour and support services to the programme.

Mr Gilmore says the upgrade has extended the aircraft life and increased its capability. He says: “The aircraft now have state-of-the-art avionics needed for today’s context. The detection and navigation systems are new, all the instrumentation is digital and we’re now using flat screen cockpit technology.”

“It’s been the most comprehensive upgrade of its kind in the world. And it’s been completed in typical Kiwi style – by a small management team in partnership with contract labour and within an existing Defence facility. It’s a great example of what can be achieved in our tiny part of the world, when you’ve got the right management and the right aircraft engineering skills and knowledge.”

Ministry of Defence Programme Director, Frank Dyer, agrees: “Without a doubt, it’s been the most complex and demanding upgrade programme of its type ever undertaken in New Zealand. Every aircraft through the programme was quickly back up in the air, completing missions. It’s been a great success from our perspective with a lot of cooperation between the Ministry of Defence and the RNZAF to make it work.”

But it’s not been all plain sailing says Ministry of Defence Deputy Secretary (Acquisitions) Des Ashton. He says: “We faced a significant challenge when the overseas prime contractor for the C-130 LEP ceased operations. I take my hat off to Project Director Frank Dyer, Safe Air, L-3 Communications and to the RNZAF for the pragmatic approach that has been taken to progress this project – and in particular to Graeme Gilmore and his team.

“In the mid-1960s Graeme was involved with the delivery of the new C-130 fleet – now he and his team are breathing new life into that same fleet! This upgrade and refurbishment not only provides the RNZAF with a first class capability but also provides valuable breathing space as Defence works towards the acquisition of replacement capabilities.”
FORMER WAAF
JEAN WALLACE
VISITS OHAKEA

Reflecting on the past, celebrating the future.

Seventy years ago, LAC Jean Wallace made RNZAF Base Ohakea her home for two years. She recently took a trip down memory lane when she visited the Base and some of her old stomping grounds.

Raised in Kio Kio, 90-year-old Mrs Jean Lyon (nee Wallace) worked in an office in Otorohanga before enlisting in the Women’s Auxiliary Air Force (WAAF) in 1943, as soon as she turned 18.

After training in Levin and meeting her husband-to-be while training in Rongotai, Mrs Lyon was posted to RNZAF Base Ohakea, where she and her husband-to-be worked in hangars next to each other. Mrs Lyon was an instrument technician, in what is now 3 SQN hangar. Mr Lyon was a radio technician providing ground support for fighter planes, in what is now 42 SQN hangar.

“I wanted to work on the planes, taking bits off planes and putting bits on,” she says. “I used to be able to clamber over aircraft with no trouble. I was attached to two Units – the Operational Training Unit and the Gunnery Training School.

“This was my home for two years. A lot of the Base still looks the same.”

I worked on Venturas, Hudsons and Vincents. In the back corner of the hangar is where we used to get all our bits and bobs.”

During her visit to Ohakea, Mrs Lyon was shown around Avionics Squadron, 42 SQN and 3 SQN. She visited the hangar she used to work in and saw the A109 simulator.

She was particularly impressed with the advances in technology since she served with the RNZAF, including the
Our Community

Visit to RNZAF Base Ohakea by former WAAF Mrs Jean Lyon.
Airmen pictured left-to-right are FLTLT Erica Riddle, LAC Jen Harmon, W/O Annette Walding and LAC Nikki Mossman.


Former WAAF Jean Wallace in a Hudson.

Visit to RNZAF Base Ohakea by former WAAF Mrs Jean Lyon.

W/O Annette Walding says having the opportunity to host former WAAF Jean Wallace at Base Ohakea in March was an honour and privilege.

“For me, it was like meeting one of our pioneers. I see Jean Wallace as a figurehead – she was the one of Ohakea’s first airwomen,” says W/O Walding.

Yet the opportunity to host the 90-year-old veteran happened by chance, she says.

“I was sitting at Palmerston North airport, in uniform, about to head south to give an Air Power presentation at Base Woodbourne, when Jean’s son, David, approached me,” explains W/O Walding.

“David told me his mum had served in the Air Force during World War Two. So, I gave him my business card and suggested they come and visit Base some time – I said we’d love to host them. That was back in October last year.”

By February David had made contact, saying he was keen on a Base tour for Jean’s upcoming 90th birthday.

“I put together a team of young airwomen to host the pair. When they arrived, we were all blown away by how interested Jean was in today’s modern day technology – and exploring how it’s evolved since her day. She was a real inspiration, checking out the A109s and the NH90s and getting in the NH90 frame and looking in the cockpit.

“She took a ride in the A109 simulator, too, taking off from Ohakea and landing on TE KAHA in the middle of the ocean. It was great fun. She was grinning from ear-to-ear the whole day.”

W/O Walding, who, like Jean, joined the Air Force in her late teens, says having role models within Air Force is important and something she hopes to provide for today’s young women coming through the ranks.

W/O Walding joined the RNZAF as a Safety and Surface Technician in 1988, later serving at Bases Auckland, Woodbourne and Ohakea and deploying to Bougainville and East Timor.

These days W/O Walding is the Training Officer within the Air Power Development Centre – and the only female technical Warrant Officer in the RNZAF. Earlier in her career, she was the first female in her trade to become a Senior Non Commissioned Officer and, later, Warrant Officer.

“I think it’s important we find inspiration from one another’s example. And, I think, that’s what we all got from Jean’s visit – she clearly loved her time with the Air Force and her Air Force career – and contributed a lot to our organisation during her time here.”

computer-based pilot training and the A109 simulator. She also enjoyed getting up close to the A109s, NH90s and the Iroquois.

Mrs Lyon shares the same soft spot as many others for the Iroquois and while she will be sad to see them leave service, she says: “What they are being replaced with is pretty special too”.

She also enjoyed learning about the modern RNZAF and its aircraft from today’s servicewomen. As the only female working in her hangar, Mrs Lyon was interested to talk to female RNZAF personnel and hear about their experiences.

After leaving the RNZAF in 1945, Mrs Lyon continued her love of aviation by obtaining her private pilot’s licence and is a regular at Air Shows around the country. Seventy years down the track, Mrs Lyon was more than impressed with Base Ohakea, including the Sir Richard Bolt Air Movements Terminal.

“This was my home for two years. A lot of the Base still looks the same.”
A formal ceremony was held at Base Auckland in March to mark the official handover of our new SH-2G(I) Seaspire helicopters from manufacturer Kaman Aerospace.

Eight Seaspire and a full motion simulator replace the outgoing fleet of older model aircraft and will perform a range of tasks, including maritime surveillance, search and rescue, counter-terrorism and utility lift.

In a joint Navy and Air Force effort, the helicopters are operated by 6 SQN at Base Auckland and regularly embark on RNZN frigates and patrol vessels.
INFRASTRUCTURE IMPROVEMENTS ON BASE

By Mr Andrew Hill, Staff Officer Property, RNZAF Training and Support

Several infrastructure improvement projects are under way across the Bases. Here is a brief progress update on some of the key projects at Whenuapai, Ohakea, Woodbourne and Wigram.

WHENUAPAI

**Maritime helicopter facilities**
The 6 SQN headquarters and hangar areas are being prepared for the new Seasprite helicopters, with the new training facility and simulator building now complete. This work allows the relocation of personnel to the new office and training space and the arrival of the Seasprite simulator. The completion of a new stores facility at the back of 4 Hangar will house aircraft spares.

**Aviation fuel farm**
Phase one of the aviation fuel farm project is also complete, with the replacement of three fuel tanks and the development of associated facilities. Phase two will see the remaining four tanks replaced by September 2015. Completing the project over two phases allows the RNZAF to maintain a fuel storage capability on Base throughout construction. Excellent work so far by the contractors, Defence Property Group (DPG) project management and RNZAF user representatives and subject matter experts has made this possible.

**New rifle range**
At the end of 2014, a new 25-metre rifle range was approved in principle by the NZDF Capability Branch. Design is now under way, with a tender for the construction works to follow. The project is due for completion by the end of the year.

**New barrack accommodation**
Design is under way on a barrack block to replace Vincent barracks, with site works expected to start mid year. The current design proposal (while still subject to engineering and geotechnical approval) is a three-storey, 36-room structure and will be the first step in an overall upgrade of Base barrack accommodation.

**Aviation medicine unit**
The design and planning of a new aviation medicine unit is the first stage of a combined medical facility on Base that will eventually combine the aviation medicine unit with medical, dental and aviation medical evacuation functions. The new combined medical facility is expected to be developed over a five year period, starting with the design and construction of the aviation medicine unit in 2015/2016.

**Whenuapai gymnasium**
The planning work for a new gymnasium at Base Auckland is under way, with the project expected to take up to two years to complete. Shortly, the planning work will involve developing the design (drawing on input from the Base Auckland user group) and looking at cost options for a business case seeking formal project approval.

OHAKEA

**High explosives weapons preparation facility**
Construction of a high explosives weapons preparation facility at Base Ohakea is due to start in April. The facility, designed to support P-3K2 Orion operations, will be located on the southern edge of Base Ohakea.

**RNZAF Marae**
The opening of the RNZAF Marae on 27 June is on track, with construction almost complete, site landscaping about to get under way and marae carvings to be fitted in time for the opening.

**1 Hangar, Pilot Training Centre (14 SQN)**
The addition of a Pilot Training Centre to 1 Hangar is moving along, with the simulator and classroom areas due for completion in April. It is expected that 14 SQN will return to their refurbished offices before the end of the year to be ready to resume training from the premises in 2016.

WOODBOURNE

**Junior ranks club upgrade**
New bi-fold doors leading to an outdoor area in the junior ranks club are being installed, with funding for a general upgrade of the club yet to be secured. The aim is to have the club upgrade scheduled in DPG’s planned maintenance programme for 2015/2016.

**Fire alarm system upgrade**
The upgrade of the fire detection and alarm systems across Base Woodbourne is under way, starting with the accommodation areas.

WIGRAM

**Funding has been approved to replace the heating, ventilation and air conditioning system in the Wigram Air Force Museum public and conference areas, with work due to get under way shortly.**
On 1 April 2015, the RNZAF marked its 78th anniversary, with a commemorative church service in Wellington’s Old St Paul’s, followed by an anniversary reception at Freyberg House. Throughout the country, the Bases marked the anniversary with a range of commemorative activities, including a flag lowering ceremony in the memorial courtyard performed by 18 SQN ATC at the Air Force Museum in Christchurch and an evening activity for personnel and local dignitaries at Base Ohakea.

The country-wide events provided a way to reflect on the official creation of the RNZAF 78 years ago on 1 April 1937. Back then, two RNZAF Stations – one in Christchurch and one in Auckland – were operational with more in the pipeline. The numbers of personnel were growing and about to surpass the 1,000 mark. (Then) Group Captain Ralph Cochrane, originally with the British Royal Air Force, was about to become New Zealand’s first-ever Chief of Air Staff. Less than a year later, the new RNZAF would be formally introduced to the New Zealand public at the Rongotai Air Show in Wellington.

On 4 June 1938, the recently formed RNZAF was introduced to the New Zealand public at Rongotai, the home of the Wellington Territorial Squadron. The display was specifically designed by the Air Department to show how the RNZAF functioned through a carefully choreographed flying display including ground attacks, air to air attacks and bombing displays by the Wellington Territorial Squadron. Twenty-one aircraft of the RNZAF took part, including Gloster Grebes, Avro 626s, Vickers Vildebeests and Blackburn Baffins. Proceeds went to the RNZAF Welfare Fund. The programme also provided considerable information about the new Service, and also the Royal Air Force and developments in airfield construction around the country. The programme cover showed a Vickers Wellington bomber, the modern type being purchased for the RNZAF as part of the modernisation of the new Air Force.

In this double-page feature, compiled by the Air Force Museum, we find out a bit more about that year and the country’s brand new Air Force.
OUR FIRST-EVER AIR CHIEF
HON. RALPH COCHRANE

Group Captain
Hon. Sir Ralph Alexander Cochrane
(CBE, AFC, RAF)

by Simon Moody, Air Force Museum

Ralph Cochrane was born in England on 24 February 1895 and was educated at the Royal Naval College at Osborne and Dartmouth. He entered the Royal Navy in 1912 and transferred to the Royal Naval Air Service in 1915, which later became the Royal Air Force in 1918. He continued serving in the RAF and in 1936 was sent to New Zealand to assess the requirements of a new independent air arm for the New Zealand Government and write a report with recommendations on the subject.

On 1 April 1937 the Royal New Zealand Air Force was officially created. He was subsequently appointed the first Chief of Air Staff of the new RNZAF, a post he held until 1938. Returning to England, he was appointed to a number of key command roles, including overseeing the preparations for the famous Dam Busters Raid of 1943. In 1945 he took command of RAF Transport Command, a role he held until 1947. He retired as an Air Chief Marshal in 1952. Subsequently, he became director of several companies, including Rolls-Royce. He visited New Zealand once again in 1958 for the twenty-first anniversary of the RNZAF.

Cochrane died on 17 December 1977.

Setting Up the RNZAF Back in the Early Days
by Simon Moody, Air Force Museum

In 1937 there were just two RNZAF Stations – Wigram and Hobsonville. Sir Ralph Cochrane’s report, which created the RNZAF, required the building of new and bigger airfields to accommodate the three squadrons of Wellington bombers to be purchased from Britain and upgrades to the existing airfields. These new sites were selected at Whenuapai, Ohakea and Woodbourne.

The building programme was an extensive and expensive investment, with large concrete hangars and all the other facilities being built from scratch by the Public Works Department (Aerodrome Branch). These structures still define much of the character of these bases today and remind us of this important and busy period of modernisation and expansion just prior to the Second World War. In terms of numbers of personnel, the RNZAF was also growing from the tiny complement of the previous New Zealand Permanent Air Force to 1,200 Regulars and Territorials by March 1939. The outbreak of war in September 1939 saw airfield building and recruitment expand again to meet greater wartime requirements.

“These structures still define much of the character of these bases today and remind us of this important and busy period of modernisation and expansion ...”
The Air Force Museum of New Zealand has been involved in a number of important collaborative projects to commemorate the ongoing centenary of the events of the First World War. In conjunction with the Ministry for Arts, Culture and Heritage, the Museum has produced the online content for the NZ History website on the war in the air.

With no military air arm in 1914, New Zealanders joined the British Royal Flying Corps, Royal Naval Air Service and, from 1 April 1918, the Royal Air Force. Around 800 were involved in some way, either as pilots or observers, or as mechanics and technicians on the ground. Some transferred from New Zealand forces, whilst others joined directly. New Zealanders took part in all the major roles for aircraft from reconnaissance over the trenches to long range patrols over the North Sea and the defence of Britain against bombing. New Zealand also produced several notable fighter pilots, like Keith Caldwell, who destroyed twenty-five enemy machines.

Back in New Zealand, two flying schools were also set up during the war. The first was created at Kohimarama by Leo and Vivian Walsh, followed by Sir Henry Wigram’s Canterbury Aviation Company at Sockburn. Between them these schools trained over 250 pilots during the war, most of whom were sent to Europe. The experience of these pioneer aviators was put to good use when New Zealand created an air arm in 1923, and a number of New Zealanders went on to senior command with both the RNZAF and RAF.

For more information on New Zealanders in the air war, visit the NZHistory site: www.nzhistory.net.nz/war/war-in-the-air
The Vice Chief of Defence Force, Air Vice-Marshal (AVM) Kevin Short, travelled to Turkey to attend the Canakkale 100th anniversary commemorations.

In Turkey, people commonly refer to the Gallipoli or Dardanelles Campaign as the Canakkale Campaign. On the 18 March 1915 the Battle of Canakkale Strait occurred. It was an allied effort to force a passage through the Dardanelles, which ended in defeat.

“This is a significant commemoration in the Turkish calendar. It is as significant for Turkey as Gallipoli commemorations occurring later this month are to New Zealand and Australia.” AVM Short will tour the Gallipoli battlefield and take part in commemorative activities. He will also make courtesy calls on military officials while in Turkey.

Air Training Corp cadet Aidan Smith has been selected to travel to Gallipoli and represent New Zealand as a youth ambassador. Aidan, a cadet since 2008, is 18, from Clyde and about to start his second year at Canterbury University studying mechanical engineering.
PROFILE OF A GALLIPOLI AIR COMMODORE

By SQNLDR Mark Brewer

Air Commodore Sir Robert Clark-Hall led the RNZAF’s combat contribution in the Pacific theatre during World War Two, but had gained his aerial warfare experience commanding air operations over Anzac Cove during the Gallipoli campaign in 1915.

As founding captain of the Royal Navy’s first seaplane carrier, HMS Ark Royal, Clark-Hall controlled reconnaissance, naval gunfire support, anti-submarine patrolling and bombing sorties over the Dardanelles. His command of the Allies main air component included supporting fleet bombardment of Ottoman fortifications on 19 February 1915, the naval attempt to force the straits on 18 March and the landings on 25 April.

Clark-Hall’s squadron was also pivotal in helping reduce Ottoman defensive capabilities in the build up to the landings, when they discovered a large ammunition dump on 12 April and directed naval fire from HMS Lord Nelson on to it.

During the landings on 25 April 1915, Clark-Hall’s HMS Ark Royal provided direct support to the Australians and New Zealanders landing at what would subsequently be called Anzac Cove. The ship even used a balloon to help locate enemy positions and direct suppressive naval gunfire. Clark-Hall’s ship remained in support of the Anzac and Cape Helles beachheads until German submarine activity forced its withdrawal in late May to the Island of Imbros. From this location they continued to support the Anzac front for another five months, while the recently arrived 3 SQN Royal Naval Air Service supported operations on the tip of the peninsula.

It is not clear how many sorties Commander Clark-Hall flew personally, however, in November 1915, he designed a parachute bomb that the Allies hoped would destroy an Ottoman anti-submarine net and insisted on piloting the aircraft that dropped it.

Clark-Hall had a distinguished career both before and after Gallipoli. Graduating from Britannia Naval College in 1897, he was posted to the Royal Navy’s China Station where he gained his first experience of combat with the naval brigade during the Relief of Peking during the Boxer Rebellion of 1900. A qualified gunnery officer, he gained his pilot’s licence in 1911 and was heavily involved in the early armament of military aircraft. He captained HMS Ark Royal from its launch in 1914 until late 1915 when appointed assistant director of the Air Department within the Admiralty.

“Noted as a very active leader, Clark-Hall was well liked by his subordinates.”

Commander of No. 1 Wing Royal Naval Air Service from February 1917, he led air operations at Dunkirk and was awarded the Distinguished Service Order and the French Legion of Honour. Clark-Hall was then posted as Fleet Aviation Officer for the Grand Fleet before accepting a permanent commission in the Royal Air Force in 1918.

After the war, Clark-Hall rose rapidly through the ranks of the Royal Air Force, commanding air operations in the Mediterranean and Middle East during the 1920s. He was later appointed to three-star rank as the Air Marshal in charge of Coastal Command in 1933 and knighted the following year.
Motat has launched a new website on New Zealand’s First World War pilots and first flying school. The website has been set up to help people carry out research and upload relevant information to the site.

Motat’s Experience Programme Manager Brent Hemi says: “The aim is to have photos, documents and biographical information that celebrates the lives of our aviation pioneers. There are a lot of people out there who are passionate about aviation and wartime history,” says Mr Hemi. “Anyone who can help us with research and content should register on the site.”

Motat has produced a school education programme to get younger people involved and also hopes to encourage genealogy groups and historical and aviation societies to help out.

To find out more or to get involved, visit the website at: www.firstofthefew.co.nz

New Zealand’s first flying school was founded by Vivian and Leo Walsh to help the war effort by training pilots destined for the Royal Flying Corps or Royal Naval Air Services in Britain. “The New Zealand Flying School and the pilots it produced played an important role in helping our country prepare for the First World War,” says Mr Hemi. “Without the school, New Zealand’s contribution to the war wouldn’t have been as great. We feel it’s important to share the stories of these little-known aviation pioneers and wartime heroes.”

With headquarters on the foreshore of the Waitemata Harbour at Kohimarama, the school went on to train more than 100 pilots, 83 of whom qualified for Royal Aero Club certificates. Of these, more than half saw combat in the First World War and many gained honours, awards and decorations.
During the last 12 months, the Air Force Museum of New Zealand has taken a leading role in a collaborative project that seeks to collect and tell the collective story of Canterbury’s experience of World War One. A number of cultural and heritage organisations across Canterbury have come together to provide a focus for a regional-based commemoration of the First World War centenary. An exhibition is running until 2018 at the Air Force Museum called ‘Canterbury Stories’, showing the role of the region in the war and explaining how the region fitted into the national and international events as they unfolded. It will be updated regularly to reflect the changing nature and course of the war.

For more information, visit: www.canterbury100.org.nz

5000 POPPIES NZ

By Simon Moody, Air Force Museum

As part of the 100-year commemorative anniversary of the Gallipoli landing, a large group of crafters known as ‘5000 Poppies NZ’ got together and started to create red poppies as a sign of remembrance and respect to all the New Zealand soldiers who lost their lives at Gallipoli and subsequent battles during the First World War. The project has grown and some 22,000 poppies have now been created. Approximately 9,000 of the poppies now form an appropriate focus for the Air Force Museum of New Zealand’s centenary Anzac Day commemorations and will remain in place in the atrium until September 2015. The Air Force Museum’s Anzac Day service will commence in the atrium at midday on 25 April 2015.

For more information, visit: www.5000poppies.wordpress.com

Woollen poppies made by a craft group called the 5000 Poppies NZ. 9,000 woollen poppies have been installed at the Air Force Museum in Christchurch.

CANTERBURY STORIES

COLLABORATIVE WW100 PROJECT

By Simon Moody, Air Force Museum

A website has also been created with Lottery Grants Board funding to allow organisations and individuals to share their own First World War stories and objects digitally. It is hoped these stories can be archived as a record of the centenary.
POPpy Day:
RNZAF GEARS UP TO HELP OUT

RNZAF Base Ohakea volunteers are gearing up for the Returned and Services Association (RSA) annual Poppy Day appeal on Friday 17 April. RSA Feilding President Barrie Law says: “It’s a huge benefit to us to have RNZAF Base Ohakea in our area. I am hoping volunteers from there can help with Poppy Day again this year.”

Service people from Ohakea are among hundreds of Defence Force personnel who volunteer for Poppy Day every year. RSA National President BJ Clark says that while every Poppy Day is an important event, the Gallipoli centenary has given 2015 a special resonance.

“We are also approaching the centenary of the RSA in 2016 so there is a tremendous sense of the history and the many former servicemen and servicewomen and their families the RSA has helped over the years,” says Mr Clark. “Last year we raised $1,780,983 through our Poppy Day Appeal, thanks in no small part to the tremendous support of New Zealand Defence Force collectors. Our street collectors are absolutely vital to that success and we would love to hear from anyone who would like to volunteer.”

The RSA has support advisors across the country to help war veterans, former and current service people and their dependants, whether or not they are RSA members. The RSA also provides help for overseas veterans now resident in New Zealand.

Mr Clark says: “People think of veterans as being older, but those who were deployed in more recent conflicts like Afghanistan and Timor are also veterans and we are here to support them too. Assistance can range from grants for those in financial difficulty, to help with practical tasks, supplementing healthcare costs, counselling, providing meals on wheels, home maintenance or simply offering friendship and support in times of need or illness.”

OBJECT OF THE MONTH

By Emma Meyer, Collections Technician

1989/331.1 Fabric Remnant
German World War One Aircraft

Rudder fabric from a German Aircraft shot down on the Western Front, acquired by Sapper Cecil Champ in 1918. The fabric is from the starboard side of the rudder, marked with the German Maltese cross in black with white outline on mauve. Part of the aircraft number is visible, 9890. The diary of Sapper Champ includes a possible reference to aircraft. The entry for 12 September 1918 records: “Three German plane (sic) brought down night”, which may indicate the fabric relates to one of these aircraft.
BIG MONTH FOR EMMA & SHAUN
OUR STORY; OUR JOURNEY

By A/CPL Stacie Carline, Instructor, R1/15 recruit course

In March, we began tracking Emma and Shaun’s progress in Air Force News, watching them develop and hearing their experiences first-hand. This is the second article in the series.

This month has seen our recruits, Emma Porritt and Shaun Lindsay, move into communal barracks and take part in community and navigation exercises.

Being located in open-plan barracks means our recruits are now in an environment suited to communal living, cohesion and team work, which is markedly different to the two-person rooms they started out in. Their community exercise, which saw them hike into the Marlborough hills to help out the Department of Conservation and local bike club, provided the opportunity to use teamwork to find their way from one location to another, using only a map, compass and grid references to guide them.

We have now moved into the inter-dependent stage of the course, where our recruits are expected to perform at a high standard with less direct input from their instructors. Getting this far is a milestone in their journey. They are now authorised to wear their RNZAF baseball caps and attend a unit happy hour. In this phase, they can also expect to be given remedial or corrective training for failing to maintain the high standard of professionalism required. Overall, it is an exciting and somewhat nerve wracking experience for the recruits as they become more responsible for their own actions.

AC Emma Porritt

Age: 19
Home Town: Hamilton
Role: Medic

We’re now in week six of our recruit course, having recently moved into new barracks (vacated by the previous JOIC course). The layout takes some time to get used to, but the standards remain the same.

We’re starting to be more independent course-wise in the sense that we don’t have someone looking over our shoulder like we used to. Getting to this point is a significant milestone in our course and there are rewards and responsibilities that come with that. I’m looking forward to how the rest of course is going to pan out and where we go from here. As a course, we’ve known one another for just over a month and I already feel like I’ve known them for years.

In February, we embarked on our navigation exercise out in the hot, dry Marlborough hills. There’s not a lot I can think of better than being in the outdoors with my course-mates armed with maps and a packed lunch. We each had a go at navigating and it was harder than I thought. I doubted myself most of the way, but got on the right track. It was good to learn that when we get dropped in a new location with a map, we’ll have a rough idea on how to get out. And you can’t beat a mountain-top view.

Recently, we took the weekend to go out for a community service project. A nearby mountain bike club, along with the Department of Conservation, wanted help with cutting a new trail into their biking track. We loaded up the tools, trekked a good hour up the hill and got straight into it. Splitting up into three sections, we started cutting and removing rocks, hoeing dirt and raking it flat. We were pretty proud of the work we completed. Our community representatives were happy, so we knew we’d achieved what we’d set out to do. It felt pretty good doing something like that for the locals. I’m sure they’ll get use out of it.
During our six weeks here in Woodbourne we’ve faced plenty of challenges and completed our first off-base exercises – the first being a navigation exercise on Stace Farm in the Wither Hills. The exercise saw us find our way to navigation points, using six-figure bearings, a compass and a map. It was a very hot, dry day – but the view was worth the hike and a good day was had by everyone!

Our second off-base activity was community service where we travelled by bus to the Awatere Valley and helped the Department of Conservation and a local mountain bike club build a mountain bike track. We hiked up a very steep hill to get to the start of the track, carrying the tools and water we needed for the day. The Department of Conservation workers and bike club representatives were great and very pleased with the end result. We completed approximately 1km of the 4.2km track during our time there – and decided to walk back up the track to get a good view of what we’d all achieved. The view from the top of the track was spectacular! Definitely worth the hard work.

Back at Base Woodbourne, barrack life goes on as usual – though we have moved barracks from the two-person bedrooms to the recruit dorms. The move involved a lot of trips back and forth – and getting our rooms up to standard for inspection. The set up is a bit different and we’ve had to adjust quickly. The command inspections have been going well with only minor details to resolve.

ARE YOU RESILIENT ENOUGH?

Resilience is not an entirely new concept for the NZDF. We have a long history of building individual and team resilience in how we train, how we lead and in the support we provide to our people.

Research shows that people in the NZDF are a generally hardy bunch in comparison to the general population. We also know that any increases in resilience are also associated with increases in performance and effectiveness – and who wouldn’t want more of that?

In response to this, Defence Personnel Executive are running resilience training that focuses on several key themes such as practical resilience skills, mental health literacy and the influence of supportive leadership. This training is one of several initiatives being rolled out as part of the NZDF Mental Health Strategy.

Throughout 2014, recruits, officer cadets, and those undertaking ILD courses across all three Services have participated in these sessions. Modules like ‘Hardiness’ introduces resilience training, while ‘Mastery’ is aimed at those in challenging performance environments.

PARTICIPANT INSIGHTS

Here are some insights on resilience training from RNZAF participant, FLTLT Derek Peel.

“Life can be pretty tough for a Force Protection operator. Our role can be very full on, with personnel deploying often in order to help provide a safe and secure operating environment from which our RNZAF colleagues can conduct air operations. Add to this the demands of ground defence training, physical training, base security, military working dog handlers, drill and ceremonial support and you can see how easy it is for stress to kick in. Getting that work/life balance can be pretty tricky.

“There is a clear difference between whinging and talking about the stresses that you are feeling. Talking is good and the resilience training certainly generated that. My team and I recently undertook a course that taught us how to recognise the symptoms of stress, identified tools to raise with command and gave us strategies on how to deal with it. I believe this training has helped us with our resilience – which can only be good.”

TAKE PART IN TRAINING

Keep an eye out as the resilience sessions take place more often in promotion or ILD courses or with units near you. You can access more information about the training by talking to your local camp or base psychologist.
Right now, I’m a RNZAF Communication and Information Systems Officer conducting a mission in South Korea (the Republic of Korea) – a long way from home base in Whenuapai, Auckland.

**THE JOB**

My position is the Deputy Corridor Control Officer for an area where the daily scheduled movement of personnel over the Military Demarcation Line occurs. Surprisingly, around 500–900 local civilians make this crossing every day, bringing their management, skill set and resources to support the Kaesong Industrial Complex. The complex is an economic endeavour designed to build diplomatic relations between North and South Korea, as well as provide some form of economic stability over the border – currently there are over 53,000 North Korean civilians employed there.

I am responsible for the vetting and approval of all material and personnel that apply to make the trip over the border. I manage any emergency or urgent crossings, patrol my area in order to enforce the Military Armistice Agreement (between the North and South) and participate in an education and orientation programme where I brief international VIPs on my area. In my team, I have a US junior officer, two US non-commissioned officers and a civilian translator (from the South), with myself reporting to a Danish major – so we have a varied team. Additional activities include United Nations command representation during combined live fire exercises and regular helicopter activities.

**ACTIVITIES**

During my time here, I have been able to participate with special investigations focused on incidents at the border. This provided a sense of the ever-present threat experienced by the soldiers and showed me how easily the situation can escalate. Within my area, there is also the external civilian factor, where protest/welfare balloons are deployed by human rights activists. This can prove troublesome. On one occasion we experienced anti-air-artillery fire from the North, striking the South. During these events it is important to understand our standard operating procedures and ensure all protective
gear and measures are adhered to – whether we are involved with the repatriation of civilians or we are responding to an armistice violation. The insight and experience of this role has been invaluable.

OUR ORGANISATION
In Korea, the Kiwis are part of the United Nations Command Military Armistice Commission (UNCMAC), a multinational organisation (of 18 member nations) established on the signing of the Armistice Agreement. We have jurisdiction of the Demilitarised Zone and are responsible for maintaining the terms of the agreement and the prevention of ongoing hostilities in the region. All the Kiwis report to the Assistant Secretary of Operations, who is currently a major from the US Marine Corp.

LIVING IN KOREA
Although Korea is very much a developed nation, we live on Camp Bonifas (a closed military camp on the fringe of the Demilitarised Zone). It is a small base mainly run by the Southern Korean Army, as well as the United States Forces Korea. Given the location, there are few luxuries, though we are a two-hour drive from the capital and generally get to the capital every second or third weekend to purchase groceries and anything else we need. I have been here during the winter season, with temperatures getting as cold as 14 below zero. However, we are now experiencing the first of the summer, which comes with a yellow dust that chokes the air. Our accommodation has good heating and the internet, so we are by no means roughing it.

The Korean culture is really fascinating and once you have a basic understanding (and show patience and a typical Kiwi can-do attitude) things become easy. It is great to see the reputation New Zealand has built over here during the years, reflected in the additional responsibilities that our command entrust us with.

This mission is my first deployment and has been an excellent learning experience. I’ve been able to apply my skills and experience in a real world operational context and I would encourage anyone who is thinking about deploying to consider a deployment like this. If you have questions, get in touch. I’m more than happy to provide some answers and advice.
RNZAF Sports Awards: The Results Are In

The annual RNZAF sports awards were held on 13 March at Freyberg House in Wellington – a big congrats to all nominees and this year’s winners. A special thanks, also, to the Hodges family who attended this year’s awards and presented the inaugural Kerry Hodges Memorial Trophy for RNZAF Sports Team of the Year.

The RNZAF Sportsperson of the Year is CPL Jack Wheeler, with Men’s Cricket picking up the title of RNZAF Sports Team of the Year. Base Auckland took out the RNZAF Cup for outstanding performance in inter-base competition, as well as the USAF Cup for the highest number of points in inter-base competition.

This year’s Flag Trophy for RNZAF Sports Administrator of the Year went to SQNLDR Mark Waters, while the 141 Flight RNZAF Trophy for Most Outstanding Achievement in Sport by an RNZAF Sportsperson was awarded to FLTLT Liana Costello. LAC Kelly West took out the Nikki Carr Memorial Trophy for RNZAF Under 23 Sportsperson of the Year.

F/S Peter Richardson received an RNZAF Plaque for his commitment to Air Force sport and welfare for the last 35 years. According to sports awards organiser Tony Katting: “Flight Sergeant Richardson is a real legend in our organisation, a true character – this is a small token of our appreciation for all his work over the past 35 years.”

Kerry Hodges Memorial Trophy – Men’s Cricket, RNZAF Sports Team of the Year

RNZAF Men’s Cricket team took home the inaugural Kerry Hodges Memorial Trophy for RNZAF Sports Team of the Year.

The trophy was gifted to the RNZAF by the Hodges family in memory of former RNZAF F/S Kerry Hodges, who enlisted in the Air Force aged 17 and sadly passed away last year. F/S Kerry Hodges was an Airframe Fitter and ACFT TECH. Throughout his career, F/S Kerry Hodges made an outstanding contribution to the codes of rugby, tennis, table tennis and softball, eventually earning an RNZAF Gold Badge.

SGT Nathan Hodges, Kerry’s son, spoke at this year’s awards and presented his father’s award alongside mum, Jenny Hodges; wife, Lea Hodges; sister, Dana King; and brother-in-law, Andrew King.

He says: “Kerry’s best asset was that he expected 100 percent effort in sport and was always more concerned about team work than individual skill. As a family, we are very proud of Kerry’s lifetime sporting achievements, as well as his strong belief in sporting excellence within a team environment – and we felt it fitting that the trophy for RNZAF Team of the Year be awarded in his name.”
SQNLDR Mark Waters
SQNLDR Mark Waters is this year’s Flag Trophy recipient for outstanding sports administration in softball for Wellington, the RNZAF, the NZDF – and more recently Wellington Softball. His contribution as a softball coach (particularly for the NZDF’s women’s team), player and mentor received special mention. Other category nominees included F/S Nigel Timpson, SQNLDR Brent Iggo, F/S Annie Clarkson and LAC Brad Anderson.

LAC Kelly West
LAC Kelly West is this year’s RNZAF Under 23 Sportsperson of the Year, taking home the Nikki Carr Memorial Trophy. LAC West received the title for outstanding contribution to basketball and netball at the RNZAF level (for both codes) and the NZDF level (for basketball). Other category nominees included AC Toni Thompson and AC Wairakau Greig.

FLTLT Liana Costello
This year’s winner of the Most Outstanding Achievement in Sport by an RNZAF Sportsperson is FLTLT Liana Costello. FLTLT Costello took home the 141 Flight RNZAF Trophy for outstanding results in triathlon in New Zealand and internationally. Her roles as triathlete coach and NZDF ironman organiser also received special mention. Other category nominees included A/F/S Jamie Sutherland and AC Sam Durrant.

RNZAF Gold Badge recipients
This year’s RNZAF Gold Badge recipients were F/S Roy Robati, SGT Josey Orum and F/S Nigel Timpson. F/S Robati was awarded a gold badge for his services to rugby league, as a player, administrator and coach. His time playing for the Te Atau Forces and Reserves teams, his various international tours and his coaching of the Ohakea Magpies and RNZAF and NZDF teams received special mention. SGT Orum received a gold badge for more than 10 years’ representation in touch, rugby, netball, volleyball, squash, softball and rugby league in a range of roles including player, administrator and coach. Gold badge recipient F/S Nigel Timpson was acknowledged for his contribution to RNZAF football as a player, coach, referee and administrator. His contribution to women’s cricket, mountain biking, harriers and the annual Woodbourne half marathon also received special mention.

RNZAF Sports Administrator of the Year
FLTLT Liana Costello
FLTLT Liana Costello is this year’s RNZAF Sports Administrator of the Year, taking home the RNZAF Sports Administrator of the Year Trophy. Her contributions as the coach of the RNZAF’s women’s softball team, player and mentor received special mention. Other category nominees included AC Toni Thompson and AC Wairakau Greig.
On March 22, two RNZAF triathletes vied for the opportunity to compete in the IRONMAN World Championships held later this year – and gain the title of ANZAC Ironman at the same time. A/F/S Jamie (Horse) Sutherland and AC Nicholas Bunting competed against more than 70 military personnel in a new qualifying event for the Asia-Pacific region.

Organisers say IRONMAN Asia-Pacific is now one of three qualifying events that offer a separate military division, with 10 spots for the main world championship event up for grabs. They say the initiative was born from discussions between IRONMAN Asia-Pacific and the Australian Defence Force in response to the solid numbers of military personnel involved in the sport throughout the region.

With 2015 being of special significance to the ANZACs, the idea percolated for a single event where the military can compete together and honour the commemoration of the Gallipoli centenary. IRONMAN Chief Executive Andrew Messick says: “We are honoured to provide the opportunity for military athletes to compete among themselves at the IRONMAN World Championship in a global military division. Since our inception, we have had a special tie to the military. We look at this division as a way for us to recognise the men and women who risk their lives promoting safety and security throughout the world yet still have the drive to train and compete.”

Both athletes achieved an impressive finish, with A/F/S Jamie (Horse) Sutherland coming in first place in the military 30–39 age group division and was also the first military competitor across the finish line. AC Nicholas Bunting came third in the 18–29 division.
The Missing Wingman Trust is urging NZDF personnel to donate $1 a fortnight – so it can distribute more grant money to eligible families.

This year, to date, the Trust has distributed more than $8,000 in grants, including a grant to Candice Forster-Heke, the daughter of F/S Andy Forster, an armourer, killed at Waiouru in November 2009. All of F/S Forster’s children are currently studying at university, with the Missing Wingman Trust able to contribute to their course fees.

Grant recipient, Candice Forster-Heke, says: “Embarking on my master’s programme was a bittersweet prospect. Academically it was exciting, financially it was daunting and emotionally it was draining – and I wished my dad could be with me on this journey too. Thankfully, the Missing Wingman Trust was able to ease that burden slightly. Thank you for your support.”

DONATE TO THE TRUST
People can donate in two ways.
Firstly, the Trust’s goal for 2015 is to get 2,015 people to set up an automatic payment of $1 per pay to the trust – a total of $26 per year.

Donate to the Westpac account number 03-0774-0642082-00

Secondly, people can contact their Base representative to see if there are any fundraising or support projects (like the recent working bee in Woodbourne) they can help with.

BASE REPRESENTATIVES
• Auckland, FLTLT Greg Pryce
• Ohakea, SQNLDR Ron Thacker
• Wellington, W/O Cedric Blundell
• Woodbourne, FLTLT Jules Gilligan.

THE MISSING WINGMAN TRUST
BANK: Westpac
ACCOUNT: 03 0774 0642082 00
CHARITY NUMBER: CC50067
AMOUNT: $1 weekly/fortnightly
SOFTWARE UPGRADED FOR IMPROVED MISSION PLANNING

The RNZAF has upgraded the portable flight planning system software used for mission planning.

The upgrade aims to improve interoperability and information sharing by mission planners and has been rolled out over the past year. The upgraded software, PFPS v4.2.1 designed for Windows 7, can accept a variety of data and chart types, includes enhanced features and tools and has the same look and feel as the outgoing software.

Computer-based training is available to help users get up-and-running (if users are new to the software) and learn new features (if users are more experienced). The software has been approved for use across the NZDF standalone computers and will be integrated into business as usual on NZDF networks. For more information, please contact SQNLDR Matt Tristram (Whenuapai) or Mr Vaughan Towers (Ohakea).

CHIEF OF DEFENCE FORCE ATTENDS UN CHIEFS OF DEFENCE CONFERENCE


The conference took place 26-27 March at the United Nations in New York, with 100 senior delegates attending. It focused on understanding the UN peacekeeping challenges and requirements, training and equipping forces and areas the UN requires support and commitment.

“This was a valuable opportunity for me to meet with Chiefs of Defence from all over the world and discuss issues of mutual interest,” says LTGEN Keating.

“New Zealand has a proud record in assisting with UN peacekeeping missions around the world and the opportunity to share experiences and learn from other countries about the UN’s requirements benefitted all involved,” says LTGEN Keating.

PROTECT AGAINST THE FLU THIS WINTER

WINTER’S ON ITS WAY – and now’s the time to get immunised against the flu.

Getting vaccinated is quick, but requires a 20-minute wait afterwards (the time needed to check for a rare allergic reaction). Flu vaccination is available to military personnel (free of charge) through an NZDF medical treatment facility, while NZDF civilians can be vaccinated using a civilian provider then submitting an MD 990 to have the cost reimbursed up to a total of $25.00. Last year, approximately 3,500 NZDF personnel were vaccinated.

Remember, that being young, fit and healthy will not protect you or your family from the flu. Get immunised.

The NZDF healthcare system does not cover flu vaccination for family members but free vaccination, through the public health system, is available to:

- pregnant women
- people aged 65 and over
- people with ongoing medical conditions such as heart disease, respiratory disease or diabetes.

WEAPONS SELECTED FOR EVALUATION PHASE OF INDIVIDUAL WEAPON REPLACEMENT PROJECT

Last year, the Ministry of Defence sent out a tender request for the provision of contemporary individual weapons, necessary training and associated support to the NZDF. The Ministry of Defence can now advise the following companies have been selected for the evaluation phase.

- Beretta New Zealand Limited
- Ceská zbrojovka a.s
- Colt Canada Corporation
- FN HERSTAL
- STEYR MANNLICHER GmbH
- XTEK Limited (Sig Sauer)
- Heckler & Kock GmbH
- Lewis Machine & Tools Co Inc

The evaluations of these weapon systems will be undertaken from 2 March to 1 June 2015.
NZDF BOMBER-STYLE JACKETS TO BE PHASED OUT

The black bomber-style jacket issued to RNZAF personnel is being phased out and replaced by a new-style mild weather jacket.

The new-style mild weather jacket is being introduced slowly as stock of the black bomber jacket becomes depleted and is phased out. Stocks of the black bomber jacket are already low, particularly Part Worn Serviceable (PWS) stocks and those held by Workwear Group (WWG). All RNZAF personnel requiring a jacket should contact their WWG clothing store first (they’ll provide you with any last stocks of the black bomber-style jacket – or if there are no more available – one of the new-style mild weather jackets).

HERCULES ON YOUTUBE

Get your fix of the Hercules birthday action by checking out the NZDefenceForce on YouTube.

Watch our latest video clip on 50 years of the Hercules.

Then check out video clips on other cool stuff like RNZAF Ice Survival Training, the NH90s at Exercise BLACKBIRD and our P-3K2 Orion patrolling New Zealand’s Exclusive Economic Zone.
ANZAC TED

Anzac Ted is the story of a little boy’s teddy bear that was passed down to him from his grandfather. He is tattered, worn and missing an eye and an ear, he may look scary but he has great tales to tell. For Anzac Ted went to war, he kept the soldiers company and gave them comfort.

He never won a medal, and doesn’t get voted the children’s favourite toy, but if everyone looked deeper they would see how important Ted and his adventures have been:

‘They’d see a hero, plain as day
Who sits upon my bed.
A hero, who saved me and you.
His name … is Anzac Ted.’

Anzac Ted is a poignant and powerful children’s book which includes beautiful water colour illustrations that bring the story to life. While several children’s books have covered the world wars, none have ever made the conflict so accessible to children by telling the story of the war through a beautiful teddy.

Thanks to Exisle Publishing, we’re giving away a copy of Anzac Ted.

Authorization:

Belinda Landsberry is a children’s author and illustrator. She brings an ideal combination of talents to her work, having formerly trained as a primary school teacher and graphic designer. Anzac Ted is her first published book.

FINAL TOUR FOR HUEYS

Following the successful introduction to service of the A109 and NH90 helicopters, the time is approaching for the Defence Force to retire the Iroquois (Huey) helicopters. The first five Hueys were delivered to the NZDF in 1966, with a further nine in 1970.

Before the Huey is formally retired, 3 SQN will take three frames with pilots, crew and maintainers on a tour around New Zealand. The tour will take place in May, with confirmed stops in Nelson, Blenheim and Christchurch, Waiouru, Coromandel and Auckland. The Hueys will land and overnight at commercial airports, giving the public a chance to view the parked helicopters. In Auckland, they will fly a three-ship formation past the Auckland War Memorial at 1115hrs to mark the Vietnam veterans’ anniversary commemorations on Saturday 16 May.

More information on public viewing opportunities will be available closer to the time.

3 SQN are looking forward to giving the Huey a fitting send off, given the aircraft’s nearly five decades of service. To mark the end of an era, Base Ohakea is hosting a formal Iroquois function on Saturday 30 May. The event is for all personnel involved with the Huey, with all current, past and retired 3 SQN personnel welcome to attend. To recognise the service of the Huey the theme is red and black.

IROQUOIS RETIREMENT FUNCTION

SATURDAY 30 MAY 2015
RNZAF Base Ohakea Multi Function Centre
BLACK TIE EVENT WITH A RED AND BLACK THEME

Register to attend by email: iroquois.function@nzdf.mil.nz
Please provide:
1. name, rank, trade
2. your association with 3 SQN, eg, current member or past member
3. accompanying partner
4. your contact details.
Register by 30 April 2015 – more information will be available shortly.

SD or Mess Kit equivalents can be worn.
### LOCKHEED C-130H Hercules: Tech Specs

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>29.7 metres</td>
</tr>
<tr>
<td>Wing span</td>
<td>40.4 metres</td>
</tr>
<tr>
<td>Maximum takeoff weight</td>
<td>70,307 kilograms</td>
</tr>
<tr>
<td>Normal Load</td>
<td>Up to 92 troops or 64 para-troops or 74 litter (stretcher) patients</td>
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<tr>
<td>Ceiling</td>
<td>10,058 metres</td>
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<tr>
<td>Speed</td>
<td>Mach 0.57 (602 kph)</td>
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<tr>
<td>Range</td>
<td>8,375 kilometres</td>
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</tbody>
</table>
Influenza. Don’t get it. Don’t give it.

Protect yourself, your colleagues and family. Get immunised.

Contact your Medical Treatment Centre to arrange for a vaccination.

The influenza vaccine is a prescription medicine. Talk to your doctor or nurse about the benefits and possible risks or call 0800 IMMUNE.