BOEINGS
OUR UNSUNG HEROES

AIR FORCE
LEADERSHIP FORUM
EMBRACING AND ENHANCING DIVERSITY

BATTLE OF CHUNUK BAIR
CENTENARY COMMEMORATIONS

IAN BRUNTON
50 YEARS IN THE NZDF
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New Zealand Government

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 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.

Contribution deadline for the October issue
7 September, 2015

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ISSN 1175-2327

AC TYLER DA SILVA FROM SAFETY AND SURFACE TRADE
The path the Air Force needs to be on is set and we have clarity over funding, future aircraft replacement timelines and projected personnel growth to achieve these aims.

The challenge is that with all this certainty we will still face limitations in our ability to achieve it if we do not adapt. One of the key areas of development we have been slow to change with is the evolving face of New Zealand and the demographic of our population.

The RNZAF has been open to women serving in all trades since the end of the last century. We have introduced policy and done a lot of talking about it and yet we have not significantly changed the proportion of women in our workforce over the last 15 years.

Studies have shown 30% should be an organisational diversity target. This percentage has been selected as research tells us it is the proportion of the population size where a minority group becomes ‘normalised’ and no longer appears to be a minority. The RNZAF is a long way short of this mark as an organisation (currently 17%) and so it is not a figure we will achieve straight away. However, we need to make sure we are moving forwards towards this and not going backwards. We are not addressing the challenge to meet some form of quota – it is an issue we need to address if we are to maximise our mission effectiveness.

Mission effectiveness is significantly enhanced through a diverse workforce. The reality is that New Zealand society is changing and we must reflect our customer base to ensure we remain relevant and competitive in the labour market. Each operational deployment is to a different society that cannot be addressed like the last. Increasingly we are seeing the tangible benefits of how a diverse workforce can gain substantial improvements in interaction with local populations or innovative solutions compared to one that is predominantly white-European male.

Personnel will always be our main asset and studies have proven that a diverse workforce has significant performance benefits because of the differing experiences and viewpoints diversity brings to the workplace and the innovation that creates.

These are some of the key reasons for the ‘why’, but my challenge to you is to see how we can achieve this goal.

This was the challenge I wished to highlight at my recent Air Force Leadership Forum held in Ohakea at the end of July. Over the course of two days we had presentations from leaders of business and senior NZDF to outline the logical business case for diversity before going on to highlight the damaging aspects that inappropriate behaviour has in an organisation.

We had hard hitting presentations from our Chief People Officer, Mrs Debbie Francis, and the National Sexual Violence Survivor Advocate, Mrs Louise Nicholas, to help us highlight that an organisation such as ours is not immune from the negative aspects of society and we all have a place to stamp out this behaviour.

To paraphrase from Mr Russell Smith, who co-presented with Mrs Nicholas; I am not suggesting everyone is a bad person or at fault, but we all need to strive to make our workplace safe and welcoming to people of all backgrounds and gender. If we remove the opportunity for people to hide, behaviour that differs from the norm stands out as the anomaly and it is clear to all what will not be tolerated.

We pride ourselves on our values of courage, commitment and comradeship. This is who we are, let us all make sure we live up to them whether someone is watching or not.
Six fishing vessels have been found to have breached conservation measures following a Ministry for Primary Industries’ fisheries patrol in the South Pacific, which was supported by a Royal New Zealand Air Force P-3K2 Orion surveillance aircraft and Navy patrol vessel HMNZS OTAGO.

Using surveillance information provided by the Orion, MPI compliance officers on board HMNZS OTAGO boarded and inspected 19 fishing vessels during the operation.

The main target for many of the vessels that were inspected was albacore tuna, which fetches about USD$1200 (NZ$1800) a tonne. They also landed smaller amounts of yellowfin and bigeye tuna, which fetch higher market prices.

“Most of the breaches related to vessels not reporting their catch as they should be,” MPI’s International Advisor – Fisheries Compliance Andrew Wright said.

Maritime Component Commander Commodore John Campbell said both the NZDF and MPI were pleased with the successful outcome of these patrols.

By patrolling these waters, we are helping to clamp down on illegal, unreported and unregulated fishing, which helps to protect the livelihoods of communities in Pacific island countries as well as in New Zealand.”

As the vessels were inspected in international waters, New Zealand had no authority to detain or arrest them. However, MPI reported any breaches back to the country the vessel was flagged to and the country was then required to investigate these breaches and report back to New Zealand and the Western and Central Pacific Fisheries Commission (WCPFC).

This year’s patrols covered international waters adjacent to the Exclusive Economic Zones of Australia, New Caledonia, Fiji, Matthew and Hunter Islands, Tonga, Niue, the Cook Islands and New Zealand.

The NZDF and MPI conduct regular fisheries patrols in the Pacific to monitor compliance with the legally binding WCPFC conservation and management measures and also to collect data to assist with managing fish stocks.

Queen Elizabeth II has approved the appointment of Prince Charles to three honorary positions in the NZDF, the Government has announced.

They are Marshal of the RNZAF, Admiral of the Fleet of the RNZN and Field Marshal, NZ Army.

NZDF will publicly recognise the honorary appointments when Prince Charles visits New Zealand in November.

“These appointments recognise the consistent and strong support Prince Charles has maintained for the New Zealand Defence Force,” Prime Minister John Key said.

“Speaking at this year’s Anzac Day Dawn Service in Gallipoli, the prince demonstrated a deep empathy and understanding for the contribution and sacrifice of our Defence Force personnel in conflicts and peace keeping operations around the world.”

Prince Charles is qualified as a Royal Air Force pilot flying both fixed wing aircraft and helicopters.

He was appointed as Air Commodore-in-Chief of the RNZAF by the Queen in 1977, but relinquished that title prior to this latest appointment.
BUSINESS DIPLOMA OPPORTUNITY

The NZ Defence College (NZDC) Qualifications Team, in a joint initiative with The Skills Organisation, has developed an online competency recognition programme at diploma level that has been developed for mid level personnel (WO, Maj(E) and above) and is fully aligned to NZDF rank/role and competency outcomes.

“We recognise that many of our personnel already receive excellent training earlier in their military careers via promotion courses and on-job experience,” NZDC External Relations and Qualifications manager Ian Bateman said.

“We wanted to capture this to help our people gain qualification recognition to assist them when they do eventually decide to transition back into NZ society.”

The National Diploma in Business is a 120 credit programme, worth about $8000, and typically requires two years to complete through a tertiary institute. Through the introduction of this innovative programme, there is no cost (or study) for this programme for eligible NZDF personnel.

“The qualification builds on the National Certificate in Business (First Line Management),” Mr Bateman said. “Personnel now have a stair-casing pathway throughout their career, leveraging off NZDF and Service training and leadership development frameworks, to reduce the amount of extramural study needed to gain qualifications. That pathway now extends from entry level certificates all the way to undergraduate degree opportunities.”

Feedback from course participants has been positive, with many noting how simple the process was for them to participate and complete the qualification.

Mr Bateman said 700 of 1162 eligible personnel had now completed the attestation and would graduate early next year.

“This is a significant opportunity for serving military personnel to receive civilian qualification recognition,” he said. Future eligibility is gained on promotion and after completing a successful annual NZDF appraisal (PDR).

Further information on the course can be found on the NZDF intranet at: http://org/hq.nzdf-ted/03TES_EQQualifications/Forms/AllItems.aspx

JOINT OPERATIONAL HEALTH GROUP CHANGES

Joint Operational Excellence in action means more than ensuring our Services work seamlessly together on exercises and operations in all environments. Aligning expertise across the Defence Force improves operational effectiveness and as part of this the Joint Enablers Health Project has created an integrated health capability – the Joint Operational Health Group (JOHG).

At the helm of the change, Lieutenant Colonel Bill Twiss has been working across the organisation over the past six months to stand up a small JOHG HQ under his command.

“The establishment of the JOHG creates an opportunity to refocus operational health support from a treatment-based health system to a military performance health and wellbeing system,” LTCOL Twiss said.

The CDF-directed establishment includes Health Command and Control Clinical Specialists (Doctors, Nurses, Medics), Physical Conditioning and Rehabilitation (PTIs, Dieticians and Physiotherapists), Dental Services, Force Health Protection and Environmental Health, Delivery of OSH intervention, Clinical Psychological Support and Health Technical Advisory Staff.

LTCOL Twiss and his team also established the Force Health Organisation (FHO), which has amalgamated all Navy, Army and Air Force domestic medical facilities under one manager, Miss Deb Gell.

The aim is to have JOHG fully established by December.

The intent is to deliver health services across the organisation in line with the Defence Health Strategy.

“The next phase will see the stand up of the Deployable Health Organisation, which will manage the deployable outputs for all Army, Navy and Air Force health units and also some changes in the command structure of our health personnel around how we support our base commanders more effectively,” LTCOL Twiss said.

JOHG HQ
- C2 over all NZDF operational and domestic health functions.
- Clinical and technical health advice, subject matter expertise, and operational governance to single Service HQs, operational missions, and NZDF command / management.

FORCE HEALTH ORGANISATION (FHO)
- Deliver all health services to military personnel located in New Zealand.
- Maintain, improve and restore health to enhance operational effectiveness and Force readiness.

HEALTH PROFESSION READINESS ORGANISATION (HPRO)
- Manages all NZDF health providers’ professional and operational readiness.

DEPLOYABLE HEALTH ORGANISATION (DHO)
- Prepares operationally deployable health capability bricks that are capable of meeting NZDF’s operational outcomes.
The battle for Chunuk Bair was New Zealand’s most significant action in the Gallipoli Campaign. It took place between August 6 – 10, 1915 and was part of the August Offensive in which the Allies attempted to seize the Sari Bair heights from the Ottoman (Turkish) forces. According to author Richard Stowers, 880 New Zealanders died during the failed campaign and there were more than 2000 casualties. Most of the New Zealanders who died during this time were never identified, and were not buried in named graves.

Commemorations took place around the country on August 8. The day marked 100 years from the final dawn attack on the summit by the Wellington Infantry Battalion. The National Commemoration event was held at Pukeahu National War Memorial Park in the capital.

There was also a service at Chunuk Bair in Turkey where descendants, international dignitaries, past and present soldiers and those who wanted to pay their respects joined the NZDF in a unique ceremony that concluded in a haka to the fallen warriors of the battle.

Dignitaries included New Zealand’s Governor-General Sir Jerry Mateparae and Lady Janine Mataparae, Australia’s Governor-General Sir Peter Cosgrove, the New Zealand Ambassador to Turkey Jonathan Curr, Veterans’ Affairs Minister Craig Foss, Commander Joint Forces New Zealand, Major General Timothy Gall, and Corporal (Rtd) Willie Apiata VC.

A colour party carrying the regimental colour of the 5th Wellington, West Coast and Taranaki Battalion Group that displays the battle honours for Sari Bair stood stoically through

“I and the Wellington Battalion go to Happy Valley tomorrow night at 11.30pm. No fires, no movement... (we’ll) go out on the night of the 6th to take Chunuk Bair.”

Diary entry by Wellington Battalion commander Lieutenant Colonel William Malone on August 4, 1915

Sir Jerry Mateparae and his wife Lady Janine Mateparae lay a wreath in remembrance of the New Zealand soldiers who died at Chunuk Bair 100 years ago

The 5/7 Battalion colour party and battle flag during the Chunuk Bair service
the service. It was the first time the regimental colour had been back on the Gallipoli Peninsula since the ill-fated campaign.

Mr Curr said the offensive had lasting significance as a time of great fortitude and grief.

He also acknowledged the significance of the battle for the Turkish people.

“It was here that Mustafa Kemal Ataturk led his troops in a desperate and ultimately successful defence of the high ground. Ataturk is renowned in New Zealand as a great soldier and humanitarian, and a man who in the aftermath of war held out his hand to us in friendship,” Mr Curr said.

The battle saw the first engagement for the Maori contingent, as well as the only Victoria Cross awarded to a New Zealander during the Gallipoli campaign – Corporal Cyril Bassett.

At the service CPL Apiata read CPL Bassett’s citation.

“After the New Zealand Infantry Brigade had attacked and established itself on the ridge, Corporal Bassett, in full daylight and under a continuous and heavy fire succeeded in laying a telephone line from the old position to the new one on Chunuk Bair.

“He has subsequently been brought to notice for further excellent and most gallant work connected with the repair of telephone lines both by day and by night under heavy fire.”

Arts, Culture and Heritage Minister Maggie Barry earlier said Chunuk Bair came to symbolise the bravery of the New Zealand soldiers and the tragic futility of those battles on the Gallipoli Peninsula.

“Its name has become a powerful reminder of the sacrifices an entire generation of Kiwis made during the First World War.”

Commemorations

**Battle of Britain Memorial Day**

During his recent visit to Europe, Chief of Air Force Air Vice-Marshall Mike Yardley attended the Battle of Britain Memorial Trust’s annual Memorial Day at Capel le Ferne in Kent.

The visit in July was particularly significant as this year marked the 75th anniversary of the start of the battle – on July 10, 1940 and the 22nd anniversary of the unveiling of the memorial by Her Late Majesty Queen Elizabeth the Queen Mother.

During the ceremony AVM Yardley met the guest of honour and trust patron, Prince Michael of Kent, as well as surviving veterans of the battle, collectively known as ‘the Few’.

As part of the commemorations AVM Yardley laid a wreath at the memorial and a floral tribute at the bust of Air Chief Marshal Sir Keith Park.
As a relatively new member of the Defence Force, I was intrigued to know how the forum would tackle the large challenge that faced it – how to encourage a diverse section of the public into joining the Air Force. Looking around at the 140 attendees, the vast majority were European men who also seemed keen to know the answer.

The event was opened by Chief of Air Force, Air-Vice Marshal Mike Yardley, who pulled no punches in describing the problem that faced the organisation. His opening focused on what we could do to move from a very good Air Force to a great one. To improve mission effectiveness, the answer was clear – it was diversity – and if we wished to be relevant to future generations of New Zealanders and competitive to recruit and retain the best talent, we must do more.

“In 2004 the percentage of women in the Air Force was 15.7%. By this year that figure had increased by just 1.2%. The Air Force does not look like New Zealand and it does not have the diversity it needs,” he said.

The speakers invited to give presentations gave hard-hitting speeches that left the audience with no doubt on the advantage of diversity; and the damage that sexual violence has in attracting women to Air Force roles and ensuring that once they were there, they stayed.

Keynote speaker, Saatchi & Saatchi Chief Executive Nicky Bell spoke of the business case for increasing diversity in the workplace and of the benefits that women provided, which were being realised by organisations worldwide.

“In order for equality, men needed to play a role as well,” Ms Bell said.

AVM Yardley said it was a “strategic priority” to move the organisation forward.

“Greater diversity will bring greater breadth of opinion and creativity, which will lead to better innovation. With more women in the organisation, you are far better (equipped) to innovate.”

Chief of Defence Lieutenant General Tim Keating told the forum that diversity was a “key enabler” of Defence Force success.

In 2035 the ethnic composition of New Zealand would look quite different because Maori and Asian populations were growing faster than the European population, he said.

By focusing on a “truly comprehensive workplace” ethnic and gender diversity was crucial for the organisation’s survival, LTGEN Keating said.

“Let’s step outside our comfort zones into a different type of personal growth.”

Chief People Officer Debbie Francis tackled the difficult subject of bullying and sexual violence. She highlighted that there was a spectrum of behaviours that fell in this category and although sexual violence was at one extreme, subtle behaviours that led people to be uncomfortable in the work environment, such as inappropriate jokes or comments, could also significantly impact workplace wellbeing. She said it was imperative for all personnel to be safe from bullying and sexual violence.
REFLECTIONS FROM A RE-TREAD... ATTITUDES TO DIVERSITY

By Warrant Officer ‘P.J.’ Smith, Māori Cultural Advisor for Air Force

I am the current Māori Cultural Adviser for Air Force, a role I also occupied in 2004 when we rolled out the RNZAF Bicultural Policy and its six policy objectives. It is from a reflective stance that I make the following observations.

Recently I attended the AFLF and its theme Embracing and Enhancing Diversity was something as the Macedonian for Air Force I would definitely be interested in – diversity in all shapes and forms can only be a good thing for our Service.

Whilst the first day of the forum unashamedly levered off gender diversity it actually got me thinking to how much our service has changed its attitude to issues of diversity.

From the onset of the AFLF planning I was asked to provide an appropriately Māori cultural contribution to the forum which eventually took the form of providing a kāranga for the arrival of the key note speaker, introducing elements of te Reo into the introductions and closing statements of our senior officers and introducing ‘karakia’ for kai (blessings for food) delivered by forum members. Standard operating procedure for Māori and other ethnic communities but a big shift in attitude for the RNZAF, this would not have been so readily embraced by the forum members in 2004 when we rolled out the Bicultural Policy... small steps.

Broader Leadership Community

The above change in attitudes has also been reinforced with my recent visits to provide Bicultural Awareness presentations to all levels of leadership courses operating out of Woodbourne. In 2004 we were very much in the ‘aggressive education’ phase trying to explain ‘why’ diversity–levering off Māori culture was so important for the then future Air Force.

Now that I have recently presented and discussed the Bicultural Policy to all of the current leadership levels I have been overwhelmed that our emerging leaders actually ‘get it’. Now regardless of level, we end up having great discussions not just about the RNZAF Bicultural Policy and its six objectives but also about diversity, the role of leadership and the future of the RNZAF.

As a re-tread in this position I am proud of where we have come as an organisation, admittedly there is still some way to go, but at least we are now ‘willingly’ making the first steps.

The Māori proverb below sums it up for me:

He waka eke noa
A canoe which we are all in together, no exceptions.
Let’s get on board.
After attending the 2015 Air Force Leadership Forum, I realised that the Safety and Surface Trade was way ahead in terms of the forum’s theme message: Embracing and Enhancing Diversity.

The S&S trade is the third largest technical trade in the RNZAF with a total of 81 personnel. Historically, technical trades have a low percentage of women in them but S&S has bucked the trend over the last few years, with roughly 27% women – well above the overall RNZAF’s technical trades’ average of less than 5%. In fact here at MSS Ohakea and 14 SQN I have 10 men and 11 women to manage.

The question was put to me by Air Force News, why the S&S trade was above the average. To be honest I found it hard to put my finger on the exact reason, so I went out and asked the trade members themselves. This created some serious thinking and reflection and we came to the conclusion that it can be attributed to an accumulation of various factors.

We are a trade that works on a large diverse range of equipment from packing parachutes to painting.

We are all passionate about what we do and are happy to promote it to anyone that will listen.

With it being relatively easy to display and talk about what we do, it allows us to readily support recruiting initiatives, school visits and other promotional displays. This has proven to be a significant factor attracting others to enlist in the S&S trade.

Also, no matter where we are posted, we will always know someone on site. This has allowed the natural creation of a close knit family which thrives off the diversity of knowledge, skills, personalities and perspectives that each individual brings.

We also have senior women in all the non-commissioned ranks including Warrant Officer. This gives our women trade members plenty of positive role models to look up to.

The only issue with having a high number of women on staff is not having a locker room at MSS OH big enough to accommodate them all!

Diversity within the S&S trade is not only limited to the range of equipment we maintain or the percentage of women trade members we have. We are a trade plentiful in different cultures, from both within NZ and around the world. This has certainly enhanced our ability to maximise operational outputs as well as provide some culinary delights over the years at happy hours!

When I joined the Air Force I was fortunate to have had the advice of existing service members about which trade I would be best suited to. Members of the S&S trade had built up a good reputation with their peers and the trade was suggested to me firstly because I would be working with good people, and secondly because of the wide range of technical skills I would learn.

During training my experiences ranged from being the only female on course to being one of five females during junior trade training. Though it was a relief to be the majority for the first time, I didn’t find being the minority a negative experience. I felt motivated to work harder for good test results and a higher quality of work because I was the only representative of my gender.

In my experience regardless of the male/female ratio, personnel in the safety and surface trade with the right attitude and a good sense of humour have created an inclusive culture in both the training and workplace environments which makes it an enjoyable and rewarding job.
Joining the RNZAF had never been on my list of career choices. I had my mind set on becoming a zoologist or a vet until I started high school where my interest switched to outdoor education - kayaking and rock climbing was where it was at for me. Being challenged, learning to problem solve and working in teams appealed to me. After a while I came to the conclusion that I would end up as a guide, which put a halt on things. This is when the Air Force starting coming to mind.

I was led to the S&S trade through the Defence careers page and word of mouth from friends in the forces. Never had I thought about maintaining safety and survival equipment; having people rely on me as their last resort strangely caught my interest though. I am also able to keep up with my fitness and be exposed to a lot of other opportunities as I progress in the S&S trade.

My mechanics course was made up of six students; five females and one male. Naturally, we made the most of not being the minority for once. Having more females than males is rare but is becoming more and more common as time goes on. Our trade is one of the most varied trades in the Air Force that includes parachutes, life rafts, flying clothing and painting of aircraft components.

Considering at the start I only had a vague knowledge of what I was getting into, I have come to love the work I do. We take our work seriously but we have a lot of fun doing it.

Prior to joining the Air Force, I studied at university and worked in hospitality. I chose the military because I wanted a career and the RNZAF offered not only a career but a sense of community and purpose and I applied for S&S because I liked the wide variety of skills and knowledge we get taught.

Within the S&S trade there is an above average ratio of females compared to other technical trades in the Air Force.

The military generally is a male dominated environment. So I was surprised to be the minority, being the only guy with five girls on my S&S Mechanics nine-month course.

I worked with some outstanding young ladies. They were resilient, hard working and intelligent. The course had its ups and downs, just like any other course.

Frequently I was asked if I was the guy on course with five girls, as it appeared to be common knowledge on the base. Through my experience I have gained a greater understanding of what it’s like for women as a minority in the Air Force, although I get the impression that most guys are more understanding and inclusive. They put in more effort not to discriminate just because of gender.

All in all, I had a lot of fun on course.

When functions were on at JR’s we would do group costumes. Usually we would win the best costume award.

Often we would take turns bringing in food for Joe (break) time. Crackers, cheese and salami were the standard, sometimes chips and home-made dip. We would, on special occasions, do a shared lunch and/or course dinners.
When Ian Brunton joined the RNZAF 50 years ago Keith Holyoake was the Prime Minister, mini skirts had just come into fashion, I Can’t Get No Satisfaction was topping the charts and the average price for a pint of milk was fourpence halfpenny.

Chief of Air Force hosted a morning tea in July for Mr Brunton, his colleagues, family and friends to celebrate his 50 years service to the RNZAF and NZDF. He admitted that when he left the family dairy farm at Mahararaha West to learn to fly in the Air Force he did not foresee staying in the same organisation for so long. “But it certainly ain’t 50 years in the same job,” he said when reflecting on his time with Defence.

Mr Brunton was 18-years-old when he joined the RNZAF at Wigram in July 1965, with his main goal to learn to fly. He rose in rank from Officer Cadet to Group Captain, retiring from regular Service and moving to a civilian role in 2000. That’s quite a big transition from “I want to fly” to “There’s a lot more going on in Defence than flying, and I want to make a contribution,” he said.

Motivation and inspiration initially came from practical people wanting to get the job done. That meant training and educating others – “hopefully to perform better than you can; then you can trust and learn from them”, Mr Brunton said.
Of the 4000-plus hours Mr Brunton flew, 2500 were in the Iroquois, 1000 in the Sioux, and during that time 1000 hours was as a flying instructor, which he recalled being his most personally satisfying time in the Air Force.

The RNZAF policy of providing a broad education attracted Mr Brunton to spend almost five years at the RNZAF Command and Staff College at Whenuapai. He said it provided wider understanding of his tactical level service as a pilot in Vietnam and Singapore and leadership roles again in Singapore and later when peacekeeping in Sinai. It also set a “firm foundation” for diplomatic service in Canberra and 25 years in Defence Headquarters performing more than a dozen quite different roles, he said.

The Air Force and NZDF had been far from “static” during Mr Brunton’s working life to date. The organisation adapted to many hard challenges and change, and so had he, he said. But support from family and “important others” such as friends and mentors had been crucial help along the way.

Asked about the one thing Mr Brunton would like to see changed, he said he would like to see greater effort going into retaining both military and civilian staff for longer.

“That means Defence gets more experience and better performance, when skills, knowledge, and experience is passed on to the next generation.”

That could be achieved by everyone providing the sort of solid, professional, mutual support Mr Brunton said he experienced and tried to pass on. Doing that over the longer term, as with flying, is what Mr Brunton said was the key to satisfying and long Defence service.

And what does the future hold?

“I am going to stay as long as there’s work I can do, I’m needed to do, and I can perform to the level required by Defence.”

**BRUNTON: BY THE NUMBERS**

- 50 years service
- 4000 hours flying
- 2500 hours flying Iroquois
- 1000 hours as a flying instructor
- 19 house moves
- 10 years overseas service
- 7 change of uniform styles
- 6 years serving on No 3 SQN
- 5 years at RNZAF command and staff college
- 4 years as Air Advisor in Canberra as a Group Captain

**QUEENS COMMENDATION FOR VALUABLE SERVICE**
RNZAF chalk up year on Middle East operation

The RNZAF marked one year conducting anti-piracy maritime surveillance in the Middle East at the end of July. The RNZAF P-3K2 aircraft, crew and supporting ground staff are deployed as part of the Combined Maritime Forces multinational partnership to promote security and stability in the waters surrounding the Middle East.

The first Orion aircraft and crew left Base Auckland on August 1, last year and there have been several rotations of aircraft and crew personnel over the past twelve months. In late July an Orion aircraft and personnel deployed and took over the responsibilities for the fourth rotation.

Chief of Air Force Air Vice-Marshall Mike Yardley said the New Zealand contribution to the deployment was highly appreciated.

“The Orion NZDF’s Airborne Surveillance and Reconnaissance Force (ASRF) is a hugely popular asset for the Combined Maritime Forces. The information provided by our aircraft and intelligence personnel has helped locate and intercept vessels involved in illegal activities including piracy and drug smuggling.”

Recently the ASRF helped the Royal New Zealand Navy frigate HMNZS TE KAHA intercept 260 kilograms of heroin worth NZ$235 million from drug smuggling vessels in the Western Indian Ocean.

“Over the past 12 months the ASRF has conducted more than 120 maritime surveillance flights in the region. With flights lasting between 8–10 hours each the crew are able to provide a comprehensive real-time picture back to the operation headquarters about what is happening on these waters.

“This deployment contributes to New Zealand’s security and prosperity by its role in the protection of a vital route for global commerce. Eighty-five percent of New Zealand exports by value are transported by sea,” AVM Yardley said.

The NZDF is working with 30 other nations in the Combined Maritime Forces, which enhances our multi-lateral relationships as well as providing our personnel with invaluable experience working alongside other militaries.
RECOGNISING ANTI-PIRACY EFFORT

Personnel who served on the anti-piracy operation were presented with medals by the Auckland Base Commander Group Captain Timothy Walshe at a large parade held at No. 5 Sqn, at Whenuapai in July.

The New Zealand Operational Service Medal (NZOSM) and New Zealand General Service Medal (Counter-Piracy) were presented to No. 5 and No. 230 Sqn personnel who had served between August–November last year. The Counter-Piracy medal recognises NZDF personnel who have served for 30 days or more in counter-piracy operations in the Gulf of Aden, Western Indian Ocean, and off the eastern coasts of Somalia, Yemen and Oman, since January 1, 2009.

No. 5 Sqn deployed to the Middle East in August last year and conducted counter-piracy missions in support of Combined Task Force 151 until December last year before transitioning to their current mission.

The parade was also an opportunity to present Operational medals to wider base personnel.

- The New Zealand General Service Medal Afghanistan (Secondary) was awarded to Flight Sergeant Gideon Wych and Corporal Mark Cooper.
- The New Zealand Operational Service Medal and New Zealand General Service Medal Korea were awarded to Flying Officer Mark Elrick.
- The New Zealand Operational Service Medal and the New Zealand General Service Medal Sinai were awarded to Flight Lieutenant Lisa McLay.
- Flight Lieutenant Karina Chipman was also awarded a Base Commander’s Commendation for her outstanding work as the chairperson of the Operation TIKI Family Support Services Committee.
ANZAC SPIRIT ALIVE DURING WAR EXERCISE

It was only a mock conflict but senior military officials from the Australian Defence Force (ADF) said they were honoured to ‘fight’ alongside their New Zealand peers during warfighting Exercise TALISMAN SABRE 2015.

“In the centenary of the ANZAC landings at Gallipoli, it is a poignant reminder that New Zealand and Australia share a common bond in adversity through war,” Australian Army Lieutenant Colonel Dean Thompson, Commanding Officer of Battle Group Griffin said. “As it was 100 years ago, it is an honour and privilege to serve and fight alongside the New Zealand Defence Force.”

Exercise TALISMAN SABRE involved almost 30,000 troops from Australia, the United States, New Zealand and Japan, 21 surface ships including the US Navy aircraft carrier USS George Washington, more than 200 aircraft and three submarines.

“The exercise provided relevant and effective training to further hone our people’s warfighting capabilities and their ability to respond to a wide variety of situations,” said Colonel Glenn King, Senior National Officer of the NZDF contingent to the exercise.

The Royal New Zealand Air Force’s NH90 helicopters, which were deployed offshore for the first time, were embedded within the ADF’s 16 Aviation Brigade. They operated with six Australian MRH-90 and eight ARH Tiger helicopters, and the 600 US troops that served as the ground force for Battle Group Griffin.

No. 3 Sqn Commanding Officer Wing Commander Scott McKenzie said the exercise gave his team the opportunity to demonstrate its battlefield support capability.

“The exercise was a good learning opportunity where we were also able to confirm our operating procedures in challenging and remote locations and successfully test our ability to operate in a coalition with our allies,” he said.

The ADF lauded the NZDF personnel who took part in Exercise TALISMAN SABRE for their “dedication, skill and willingness to fully integrate”.

The activity at TALISMAN SABRE “exceeded our own expectations”, he said.

“It was a good benchmark to see how we were operating the aircraft compared to our partners.”

The ADF attitude to New Zealand’s involvement was excellent – “we were made to feel very welcome”, WGCDR McKenzie said.
While numerous RNZAF assets took to the skies over the dusty plains of Northern Australia as part of Exercise TALISMAN SABRE, war was also raging to the north on, under, and above the Timor Sea. Over 20 navy ships and submarines from the USN, RAN and RNZN were involved in the naval element of the exercise along with dozens of ship and shore based aircraft. The exercise scenario involved rival factions fighting for dominance over a fictitious island chain rich in natural resources and provided an excellent backdrop for all manner of amphibious and blue water operations.

The RNZN contributions to the exercise were the ANZAC frigate HMNZS TE KAHA (TEK), the auxiliary tanker HMNZS ENDEAVOUR and the multi role vessel HMNZS CANTERBURY. Embarked on TEK was their SH2G-NZ Super Seasprite helicopter callsign “Banshee”, flown by RNZN aircrew and operated by a team of eight RNZAF maintainers from No. 6 Sqn.

For the exercise TEK was assigned as the opposing force – its goal to detect and disrupt the blue force operations, essentially a blank cheque to wreak as much havoc as possible and attempt to escape undetected.

In a nutshell, we were the bad guys, and as is often the way with these types of exercises, the teams weren’t exactly balanced. In the red corner was TEK, a USN Destroyer and a couple of RAN patrol boats. In the blue corner was an entire USN Carrier Battle Group, consisting of a the USS George Washington, a Nimitz class aircraft carrier with its plethora of aircraft including several squadrons of F-18 fighter jets, plus numerous picket ships and a submarine forming a defensive screen.

In addition to this behemoth was an Expeditionary Support Group, which includes a USN Wasp class carrier protected by multiple USN destroyers, cruisers and RAN frigates. All in all it wasn’t exactly a fair fight!

TEK’s operations team quickly formed a plan, hiding from the enemy in the islands north of Darwin in order to close the carrier for a simulated missile shot. Then Banshee had to sneak undetected through the most sophisticated sea borne air defence network on the planet and try to get within visual range to locate and identify the carrier.

Clearly the front door wasn’t much of an option.

To this end Banshee tried a more subtle approach, masquerading as either civilian or neutral military helicopters in an attempt to close the carrier without generating unwanted attention. In both instances the ruse paid off. TEK and her helicopter earned a reputation for appearing out of thin air to cause chaos amongst the carrier groups.
Rnzaf’s unsung hero

The Boeing

No. 40 Squadron’s Boeing 757’s spend 94 per cent of its flying hours working by flying around the world in support of NZDF operations, exercises and VIPs but it doesn’t typically enjoy the same amount of attention as the RNZAF’s other aircraft like the Hercules and Orions. Flight Lieutenant Thomas Corkery explains the value the planes have to the NZDF.
What role does the Boeing play for the NZDF?
The two RNZAF Boeings perform a very important role toward the output of military air operations for the NZDF. The aircraft were purchased in 2002 to replace the aging Boeing 727 fleet and continue the strategic airlift capability at No. 40 Squadron. The aircraft were then upgraded during 2007-08 to make it into a cargo-passenger ‘combi’ including a main deck cargo door and strengthened floor, configurable for variety of cargo and passenger operations and upgraded engines for greater take-off performance. The aircraft can be tasked to carry personnel or freight in support of training or operational missions worldwide and the carriage of VIPs such as members of parliament, foreign dignitaries or, very occasionally, the Royal family. The Boeings have also been used to carry personnel and supplies to and from Antarctica.

What separates the B757 from aircraft such as the Hercules or Orion?
Each aircraft in the RNZAF performs a particular role or mission. The P-3K2 is an airborne surveillance and response aircraft; and although the aircraft was originally designed by Lockheed to be an airliner, being now configured with a variety of sensors and electronic equipment, the Orion is a long way from being considered a passenger aircraft today. The Hercules is capable of performing a similar operation to the Boeing by nature, but specialises in different areas. The Herc is a tactical airlift aircraft, capable of getting in and out of more austere air strips much shorter than the Boeing, however it can not carry the same number of passengers or freight and travels much slower in comparison. The Boeing provides a much more comfortable and practical option for medium to long haul passenger transport between major centres outside of the tactical environment.

What destinations do the Boeings visit?
The 757 travels all over the world, including to the UK, Europe, Asia and the USA. Some of the usual destinations include anywhere in Australia, Southeast Asia, the South Pacific and the USA while some of the less usual destinations can include Japan, China, Italy, France, Russia and South America. It can be easy sometimes to lose perspective on how cool our job really is.

What is the best thing about working at No. 40 Squadron on Boeing flight?
The main reason this unit has such an awesome work environment is the same as with many other NZDF units; it’s the people, and that stretches right throughout the operation. From the dedication of our headquarters staff, the diligence of the maintainers and the professionalism of the Air Movements team through to the resourcefulness of the flight stewards, the enterprise of the loadmasters, even to the banter of the pilots; it all makes it the amazing operation that it is.

BOEING FLIGHT CREW TRAVEL THE WORLD

Sergeant Shannon Tate has travelled the world as part of the flight crew on board the RNZAF’s Boeings. She tells Air Force News why hers is a dream job on board the organisation’s reliable workhorses.

SGT Tate moved to the Air Force from the Army two years ago because she wanted to try something new. She now travels the globe as part of the Boeing crew looking after passengers – often VIPs – as well as being trained for any emergency situation.

“I love the variety of the places I get to visit,” she said.

The work on board is flat-out, especially when VIPs are the passengers, with a large amount of food, drink and equipment preparation.

“Just handing drinks out to 90 passengers can take up an hour,” she said.

SGT Tate’s travels have included the 70th Anniversary of the battle of Monte Cassino in Italy last year and the recent 50-year celebration of self-rule in the Cook Islands. The Boeings also go to Australia and the Pacific Islands regularly as well as Southeast Asia and Dubai.

There is also a visit to China at least once a year, she said.

SGT Tate described the Boeings as reliable – “they rarely break down and are not often delayed because of maintenance problems”.

Being part of the flight crew was not a role people would automatically think about when considering a career with the Air Force, but SGT Tate highly recommended the role.

“We have flights away consistently,” she said.

“It’s a pretty sweet job.”

BOEING FACTS

Cruise altitude: 30,000–40,000ft

Maximum altitude: 42,000ft

Cruise speed: M0.80 (about 470 knots, 880km/h)

Max take off weight: 115,893kg

Max landing weight: 95,254kg

Max fuel capacity: 34,300kg

Image: Return of the first upgraded Boeing 757 at RNZAF Auckland.
Squadron Leader Les Munro, New Zealand’s last surviving member of the Dambusters raid on Germany’s Ruhr Dams, died on August 4 aged 96. He was born in Gisborne on April 5, 1919 and was educated at Gisborne High School.

SqnLdr Munro joined the RNZAF on July 5, 1941, and learnt to fly in Tiger Moths at New Plymouth. After advanced training in Canada he was posted to 29 Operational Training Unit of RAF Bomber Command, flying Wellingtons. He was then posted to No. 97 Squadron flying Lancasters; he was awarded the DFC for his courage, determination and leadership as an aircraft captain on raids against German and Italian targets.

On March 25, 1943 SqnLdr Munro joined the newly-formed No. 617 Squadron as a Lancaster captain. The squadron was formed under great secrecy to destroy the German dams in the Ruhr Valley using Dr Barnes Wallis’ famous ‘bouncing bomb’. The crews selected for this task were regarded as the best in Bomber Command, and were required to fly at very low level to deliver their weapons. SqnLdr Munro was in the group that was to attack the Sorpe Dam on 16–17 May 1943, but his aircraft was hit by flak over the Dutch coast, putting his communications out of action, and he was forced to return to base.

After five months with No. 617 Squadron, SqnLdr Munro was re-assigned to duties at other RAF stations before returning to 617 in February 1944. He was later awarded the DSO for his outstanding gallantry and leadership in the face of enemy action. After 58 sorties with Bomber Command, he was ordered to stand down from operations in July 1944. For the remainder of the war he carried out various duties until he returned to New Zealand in February 1946.

REMEMBERING A REMARKABLE MAN
By Peter Wheeler, CEO NZ Bomber Command Association

More than 600 family, friends and veterans gathered at Classic Flyers in Tauranga on August 8 to farewell this remarkable man. During his lifetime he served his country and community with honour and was respected far beyond these shores for his qualities of service, leadership and loyalty.

On release from the RNZAF in February 1946 Les joined the State Advances Corporation, then very busy in allocating “rehab” farms to returned servicemen. No debriefing, stress management, physiological tests in those days, perhaps thanks and then straight back to work, but there he met his future wife Bet. Even with farming and a busy family life Les was drawn into local politics and community work.

He was elected as a councilor and later became Mayor of Waitomo District, giving seventeen years of service. Such was his standing in the community he was always elected unopposed. As fellow veterans passed away, Les became legendary and would always sign postcards, books and paintings, write letters of support, speak to any organisation and happily talk to school classes. He was a man of boundless energy, enthusiasm and wisdom.

However the lack of official recognition for what RAF Bomber Command achieved during WWII (despite the 55,000 killed) always troubled him, so the unveiling of the RAF Bomber Command Memorial in 2012 was a particularly significant moment.

The long term maintenance of this memorial was to become a problem and Les decided that the sale of his logbooks and medals “would go some way to ensuring the memorial stands forever”. As Patron of the NZ Bomber Command Association he shared much wisdom and good commonsense, and now he has gone.

His values were simple - sincerity, honesty, service, loyalty, friendship and honour,

A legacy for us to continue.
God Speed Les Munro.

20 Air Force News
GREAT SAFETY CULTURE
WHAT YOU DO WHEN NO ONE IS WATCHING
Air Flight Lieutenant John Harry Stafford, Pilot, Distinguished Flying Cross

Decorated World War II fighter pilot John 'Jack' Harry Stafford died peacefully on August 1. He was 92-years-old.

The pilot, affectionately known as Staf, joined the RNZAF in March, 1942, when he was 19-years-old. He was to serve with distinction until April 1946.

Following training in New Zealand, FLTLT Stafford joined the war in 1943, transitioning through Hurricanes onto Typhoon and then Tempest aircraft becoming an operational Sergeant Pilot with No. 486 (NZ) Sqn, in the UK.

Apart from a short two month tour as a test pilot with the de Havilland Aircraft Company, FLTLT Stafford remained with 486 Squadron until May 1945 as they moved through England and then into Europe. The squadron flew fighter sweeps, shipping strikes and ground attack prior to D-Day, before becoming one of the main units involved in the V-1 Flying Bomb campaign.

FLTLT Stafford also covered the airborne invasion of Operation Market Garden - popularised in the well-known movie a Bridge too Far.

In May 1945 FLTLT Stafford was awarded the Distinguished Flying Cross. In part the citation read:

Acting Flight Lieutenant Stafford is a fighter pilot of outstanding ability, determination and courage. He has attacked a large variety of targets and during the period of flying bomb activity, he destroyed at least eight of these missiles.

On one occasion, whilst returning from a patrol over the Munster area, his aircraft was very badly damaged by anti-aircraft fire. Displaying superb airmanship Flight Lieutenant Stafford flew the crippled aircraft back to base.

The damage to his aircraft also came from a collision with high tension power lines over Germany followed by anti-aircraft cannon fire hits to his wing and fuselage. Notwithstanding the damage caused, FLTLT Stafford was still able to fly his plane more than 320km back to his base in Holland. This was just one of the 230 operational sorties the talented pilot was to fly in the war.

Group Captain Tim Walshe said FLTLT Stafford epitomised the attitude of the World War II New Zealand fighter pilot in terms of understated bravery, fighting spirit, fine leadership and high accomplishment.

“In the Air Force today, we hold reverent the values, traditions, qualities and courage by which Staf, and his fellow pilots and ground crews alike, fought, lived and breathed some 70 years ago.

“With Staf’s passing we honour another of these remarkable men who served with such distinction. He joins the ranks of his generation who created the standards of the service we uphold to this day... and whose memory will always remain.”

FLTLT (retired) Jack Stafford and GPCAPT Timothy Walshe at a luncheon and reception to mark the United Kingdom Armed Forces Day.
SAFETY IS:
ONE ACTION
ONE WORD
ONE DETAIL
ONE THOUGHT
Personal safety is a key part of CDF’s priority to look after our people. In its simplest terms Personal Safety is not only about looking after yourself, but also about looking after each other. All those who serve in the RNZAF do so with pride and a common sense of duty. This shared identity and the camaraderie it creates is what binds us as an Air Force and is why it is one of our core values. Just as we are prepared for service at any time of the day or night, our values are enduring also. They do not stop at the end of the normal working day; they apply equally in social settings and when out in the community. Living our values is part of our duty.

This is why it is so alarming when I hear of instances where personnel have failed to live up to these values. We, like other parts of society, are not immune from the unacceptable actions of the minority. These behaviours not only taint the reputation of our Air Force but adversely affect the wellbeing and performance of our team. Any team member that is distracted will not be operating at their peak, and so by not addressing this issue we impact our mission effectiveness.

It is in all our interests to eliminate inappropriate behaviour. We all know that bullying is intolerable, but inappropriate jokes, comments and lewd behaviour is on the unacceptable behaviour spectrum too and adversely affects individual performance. This is why I ask you all to have the courage to speak out if you see behaviour such as this. This may be as simple as a quiet reminder to a friend or a formal report - there are many options available for you to speak out when you see behaviour that does not fit with our core values. This is how we remove the opportunity for inappropriate behaviour and this is how we make differences from the norm visible.

For that reason, I am not suggesting a new policy or initiative. I am taking the opportunity to highlight the channels which NZDF already has in place to report this type of behaviour. All leaders in the RNZAF know how serious I am about ensuring our Air Force is an inclusive and safe place for all of our people, and anyone that has the courage to speak out at whatever level will be heard and supported.

Look after yourself, look after each other and together we will make Personal Safety a successful mission.

Thank you,

Chief of Air Force,
Air Vice-Marshall Mike Yardley
Courage | Commitment | Comradeship
GREAT SAFETY CULTURE
WHAT YOU DO WHEN NO ONE IS WATCHING

SAFETY IS:
ONE ACTION
ONE DETAIL
ONE WORD
ONE THOUGHT
Being deployed to the Middle East did not stop a group of enthusiastic musicians from banding together to perform in the blazing heat to the troops.

Flight Sergeant Aaron Grocott, Sergeant Kevin Kengen and Leading Aircraftman Daniel May from the Base Auckland Musicians Club were recently deployed to the Middle East with the P-3K2 Orion. Their band, Grundig performs in Defence Force Messes, the Big Night Out and Ohakea’s Battle of the Bands competition.

Midway through the deployment F/S Grocott said the band borrowed some gear from the Australian Defence Force and started to jam.

“In the spirit of joint operations we were joined by Wing Commander Aaron Young and Petty Officer Sarah Ngere,” he said. “It was challenging organising practices with our busy flying programme and shift work commitments, however eventually we came up with eight songs we could perform.”

“We decided to put on a show to entertain our tri-service personnel who were deployed.”

The heat proved challenging with drums, PA equipment and musicians struggling in the 45C heat, but with the help of gazebos to shelter under, the band performed to a group of about 60 personnel, F/S Grocott said.

“After the show many of them approached us and said it was a real delight to have something ‘different happen’ and they really appreciated the gig.”

The songs performed were:
- April Sun in Cuba
- White Room
- Lonely Boy
- Come together
- Why does love do this to me
- Better be home soon
- The Wall
- Dakota

Above: Grundig playing a gig in the Middle East (left to right) PO Sarah Ngere, vocals and guitar; LAC Daniel May, vocals and guitar; F/S Aaron Grocott, drums; WGCDR Aaron Young, lead vocals and guitar; SGT Kevin Kengen, bass guitar.

The RNZAF Band is fortunate to have many exceptional musicians including LAC Darren Mathiassen. When not touring the world with internationally renowned band Shapeshifter, he is laying down awesome grooves with the RNZAF Jazz Orchestra, small groups and Drumline.
PILOT TRAINING CAPABILITY INTRODUCED

By SQNLDR Brett ‘Klinky’ Clayton and Mr Andy Evans

Eighteen months on from Contract Signature, the Pilot Training Capability (PTC) project is transitioning from the Ministry of Defence led Acquisition phase, into the Capability Branch and RNZAF led introduction into service. Contrary to what some believe, the capability is not just about the black T-6s. It is also about completely rebuilding the RNZAF’s Pilot Training System – from the pilot selection tool, to Aviation Medicine training, new pilot life support equipment and training, a completely revitalised pilot and flying instructor training system and two fixed base simulators.

But that’s not all – the buildings and infrastructure around No. 1 Hangar at Ohakea have all been rebuilt or purpose built from the ground up, and we’re even buying new fuel tankers. It’s about building a Pilot Training system that will last 30 years.

The 11 aircraft are on the ground and operating at Ohakea, in fact they recently passed the milestone of 1000 fleet hours in RNZAF service. In August the sortie rate steps up to 60 per week, still only a step on the way up to 96 flights per week when the Capability is fully operational. The Beechcraft New Zealand led maintenance team are bedded in and working well under RNZAF engineering oversight from DCAM Ohakea.

The pilots of No. 14 Sqn are making excellent progress with introducing the aircraft type into RNZAF operational service and have already started the first T-6C training course, 15/1 Flying Instructors Course. This course will deliver six brand new Qualified Flying Instructors in early 2016, ready for the first T-6C Wings Course. Throughout 2015 all T-6C flying operations have been conducted by No. 14 Sqn. However, come 2016, the T-6C will be operated by two flying units; No. 14 Sqn and Central Flying School. No.14 Sqn will be responsible for delivery of the Wings Course, and Central Flying School (CFS) for the Flying Instructors Course and in time, the much awaited return of the RNZAF Formation Aerobatics Display Team.

All of the PTC personnel are now based back in New Zealand, after spending periods of time in the United States (Kansas, Arkansas and Florida), Canada and Australia. But the project is certainly not over; almost counter-intuitively the easiest part of PTC was the introduction of the aircraft. The simulation and training are sure to present challenges throughout the remainder of the year.

TROOPS EXERCISE NH90 CAPABILITY

Army personnel conducted operational training on the NH90s for the first time since the recent Counter Terrorism capability release, to perform fast rope training at Trentham Military Camp last month.

Fast roping is one of a number of advanced delivery techniques which can be employed by helicopters and ground forces. It is used in situations where the helicopter is not able to land due to the size of the area available or when there are obstacles in the way.

It allows trained troops to quickly exit the aircraft by sliding down a specifically designed rope attached to a Fast Roping and Rappelling Device.

This method of deployment can also be used to deliver support equipment including military working dogs. The NH90 is capable of delivering 12 troops at one time, delivering them over large distances or loitering for extended periods to support the deployed troops.
The Air Training Corps takes part in the International Air Cadet Exchange (IACE) every July/August where selected Cadets and Escort Officers exchange with their Northern Hemisphere counterparts for 2 ½ weeks.

This year saw eight Air Training Corps Cadets and four Escort Officers head off to their host countries – USA, Canada, UK and Turkey. It was a chance for our NZCF “Ambassadors” to interact with likeminded cadets and officers in their countries which ultimately established lifelong friendships and shared information across the globe.

A SNAPSHOT OF THIS YEAR’S OUTBOUND TOUR INCLUDED:

Canada – The cadets’ tour started in Edmonton and took in local and military camps and sites including 4 Wing and the Cold Lake facility. The group eventually flew out of Calgary for home after a two and a half week packed tour.

USA – Cadets travelled to LA, followed by Washington before everyone’s departure to their host states. The NZ contingent was hosted by Florida this year. I am told it rained in Florida but the Cadets and Escort had a great time.

UK – Cadets took part in the Royal International Air Tattoo (RIAT) prior to the actual IACE tour starting. They took in historic sites, bases, museums and places that shaped our future, not to mention meeting many cadets along the way.

Turkey – The tour started off with a two day side tour of Gallipoli and surrounds. The IACE tour started in Istanbul and took in all the historic sites including palaces and mosques. There was also a chance to go gliding. The nearly three week exchange tour concluded in Ankara.

Top Left: FLTLT James Ferguson, SQNLDR Nigel Robinson, Cage Campbell (USA), LTCOL Phillip Zedonek (USA Escort), Peter Ferrar (Canada), SQNLDR Heidi Paignton (NZ Escort), Andrew Campbell (USA), Yvonne Pepin (Canada), Celina Hernandez-Coulson (UK), CDT WO Renee Messervy (Cadet Escort), Jack Topping-Lees (UK), Edward Chiang-Chen (Canada), NZCadet, NZCadet, PLTOFF Sarah King (NZ Escort), FLTLT John Feast (UK Escort), SQNLDR Rob Foley (NZ International Liaison Officer) in Wellington

Top Right: (Back row L-R) Peter Farrar (Canada), CDT WO Renee Messervy (NZ Escort Cadet), Jack Topping-Lees (UK) (Front row L-R) Cage Campbell (USA), SQNLDR Heidi Paignton (NZ Escort Officer), Andrew Campbell (USA), Yvonne Pepin (Canada), Celina Hernandez Coulson (UK), PLTOFF Sarah King (NZ Escort Officer), Edward Chiang-Chen (Canada), FLTLT John Feast (UK Escort Officer), LTCOL Phillip Zedonek (USA Escort Officer) in front of an NH90 at Waiouru
**BASE AUCKLAND MEDICAL FACILITY AND GYMNASIUM**

The concept designs are complete and the detailed design is underway on the new Aviation Medicine Unit (AMU) which will begin construction on Base Auckland later this year.

The AMU will be the first stage of a combined Medical, Recreational and Rehabilitation Precinct on the Base which will eventually see the construction of the AMU (including the relocation of the Hypobaric Chamber from Clark House), a new Base Medical and Dental facility (Stage 2), Aero Medical Evacuation (AME) store and new Gymnasium located in the vicinity of the existing medical facility and pool.

The AMU is tentatively set down for completion in mid next year, followed by the Gymnasium in design and construction, while the new Medical/Dental Facility is programmed for funding and construction in about 2018. On completion of the new Medical/Dental facility, the existing area will be turned into a car park to support the precinct. A new AME store is tentatively programmed for funding in 2020.

The next 5-6 years will see a great deal of construction in this precinct, with the end result being a world class group of facilities designed to enhance and support the physical wellbeing of Service personnel based at Auckland.
from Seoul, Republic of Korea, where I have been posted in the past 16 months. In my primary appointment as Defence Attaché, I worked at the New Zealand Embassy with a focus on the NZ-ROK bilateral defence relationship. I am also the Senior National Officer for the United Nation’s Command Military Armistice Commission (UNCMAT) and the New Zealand Chief Liaison Officer to UN Command.

Whilst I’m fortunate to have spent plenty of time in Southeast Asia, Korea is a new and fascinating experience for me. I suspect many of the New Zealand Defence Force personnel who have served on UNCMAC – our contribution to the Armistice Agreement between North and South Korea – felt the same way. Korea has much to offer, both professionally and culturally. In my various roles, I’ve had the privilege to visit places that are off the beaten track. It’s not the places themselves but rather, the people I’ve met who have been most interesting and humbling.

During the Korean War, the Royal New Zealand Navy patrolled the waters on the west coast of the Korean Peninsula. Our sailors formed a close relationship with the people living on the island of Paengnyeong-do (known as PY-do), which is located 17km off the coast of North Korea and just 7km from the ‘Northern Limit Line’, the unofficial maritime boundary between the two countries. (Seoul is 200km away.) Because of its close proximity to North Korea, PY-do is very much on the frontline of South Korea’s defence, and more than 6000 members from the ROK’s 6th Marine Brigade are based on the island. The Marines outnumber the 5400 civilians living on the island who rely on fishing as a means of livelihood. Tragedy struck in March 2010 when a North Korean torpedo sunk South Korean naval vessel Cheonan just 2km off the shore from PY-do, killing all 46 sailors.

The ‘Kiwi connection’ is that our Korean War veterans have established a scholarship fund for deserving schoolchildren at Kapyeong (where Kiwi gunners earned a Presidential citation for their actions during the Korean War) and PY-do. The scholarship fund helps up to 50 high school students buy books and other things they need for their studies. The veterans’ contributions are supplemented by fundraisers organised by the NZ Defence Attaché’s office.

It was a privilege to visit PY-do High School and present the scholarships to the students. The students had gone to great lengths to write letters to convey their heartfelt thanks to the New Zealand veterans who still cared about the people of PY-do despite the passage of more than 60 years. It was a humbling experience to see how highly regarded our Korean War veterans are and it was a distinct privilege to represent them that day.

The Korean government has a programme facilitating ‘re-visit’ trips for veterans, and I was delighted to meet two New Zealand Navy veterans at such an event recently – Mr Jim Newman and Mr Don McKenzie.

안녕하세요! or “Hello”
NZDSU STAFF RECOGNISED FOR DEDICATED SERVICE

The New Zealand Defence Support Unit in South East Asia plays an important role as the support conduit for NZDF Joint, Air Force, Army and Navy – and is quietly winning awards at the same time.

Located within the Sembawang Naval Installation (SNI) in Singapore, the NZDSU facilitates in supporting the NZDF during exercises, training and operations in the wider South East Asia (SEA) region. The support includes; liaising with local military and government officials; movement of personnel, equipment, and weapons and facilitating RNZN ships and RNZAF flights throughout SEA. It also provides security and policing services to the Allied Forces in Sembawang.

The staff are made up of three NZDF uniform personnel and three locally employed civilians, and are combined with 57 Singapore auxiliary police officers.

Recognition of Long Service in Singapore

Two NZDSU (SEA) staff members have been recognised for their dedicated service to the NZDF at a reception held at the New Zealand High Commission in Singapore in July.

They were presented their awards by the Governor-General Sir Jerry Mateparae.

Ms Sobhana Kunjan (Shoba) was acknowledged for her 32 years service to the NZDF in Singapore. She joined NZDSU (SEA) on formation in 1989 and continues to be a vital component in the day-to-day operation of the unit as the administration assistant.

First working for the NZDF in 1971, Ms Soh Poh Geok (Sue) was recognised for her 30 years service to the NZDF at the reception. She joined NZDSU (SEA) in 1990 and has been pivotal in the finance role over the past three decades.

Total Defence Award presented to NZDSU (SEA)

NZDSU (SEA) was presented with a Singapore Total Defence Award at a formal ceremony attended by the Minister for Transport and Second Minister for Defence, Mr Lui Tuck Yew, and the Singapore Chief of Defence Force, Lieutenant General Ng Chee Meng.

Total Defence Awards are presented to individuals and organisations who have demonstrated outstanding support to Singapore National Servicemen in fulfilling their National Service duty and commitments.

In 1969, Squadron Leader Ross Donaldson, a Commanding Officer of No. 75 Squadron, was posted to the United States as the first RNZAF pilot and instructor of the A4 Skyhawk aircraft, in preparation for their introduction into RNZAF service.

That year SQNLDR Donaldson was involved in an accident while instructing a student pilot from the rear seat of a TA-4F aircraft. While flying about 750 km/h, the front canopy disappeared and he found himself flying blind. With no response from his student in front, SQNLDR Donaldson assumed he had already ejected or was dead, and so pulled his eject handle.

After parachuting to the ground, still blind, SQNLDR Donaldson was taken to hospital where his left eye was removed and his right eye repaired. Meanwhile, the student, who was uninjured, had stayed with the aircraft and landed successfully. It was later discovered that they had suffered a bird-strike.

While this accident put an end to his flying duties, SQNLDR Donaldson continued in RNZAF service, going on to hold several senior posts. He was also instrumental in establishing the RNZAF Museum. Group Captain Donaldson OBE retired from the RNZAF in 1986 and died in 1992.
Later this month I will be taking on the biggest race of my life to date, the Cross (Off-road) Triathlon World Championships being held in Sardinia, Italy. The race will consist of a 1.5km ocean swim, 30km mountain bike and a 10km trail run.

To be selected for the New Zealand Team competitors had to qualify at the NZ Cross Triathlon Champs (The Dual), which was held on Rangitoto Island in late March, but due to Air Force work commitments I wasn’t able to attend, so I was selected on previous results.

I have been racing in Triathlons competitively for nearly six years but after joining the RNZAF in September 2013, I decided to give the sport a break so I could focus on my new career. After a year away from the sport I wasn’t sure if I’d ever get back to the race fitness I was at a year prior.

But under the guidance of my new coach Aaron Bleakley, I have been having one of my best seasons to date, winning the under 24 Category at the National Duathlon Champs, the inaugural Generator Multisport race, placing 3rd in the U24 category at XTERRA New Zealand, and a recent 3rd Open men result at the NDURO mountain bike race held in Rotoura.

Shift work has allowed me to be able to train between 15 – 20 hours a week, which also helps to keep me fit for my job as a firefighter, so it’s a win/win.

To get me to my peak for the world champs has meant a well worked out schedule and training regime which started many months ago. My coach has even gone to the extent of researching the mountain bike course I will be racing on in Italy and has replicated the course and elevations with similar hills at my local mountain bike park in Blenheim.

I’ve been lucky enough to have struck up a sponsor relationship with Magellan, a company who make cycle computers. This allows all of my training and race statistics, including heart rate, times and distances to instantly be downloaded to my coach who can then analyse and tweak my training if needed.

When I was initially looking at a career in the Air Force apart from the job satisfaction and lifestyle, it also appealed that it could be an opportunity to still compete competitively in sport. I can now say that this is a realistic goal, that you can combine both a full time career and compete at world class level sports.

This year’s Inter Services Football tournament, held at the start of last month, was won by the RNZAF Football team. The tournament was hosted by Navy at North Harbour.

The RNZAF’s first game put them up against Navy. A solid performance saw the RNZAF win comfortably 4-0 with goals from AC Josh Gennills and a hat-trick from LAC Phil Paskwietz.

The final match was the decider with Army, which saw the RNZAF beating Army 3-2 with goals from FGOFF George Hercus and a couple from Sgt “Goldie” Gilberd.

It was an outstanding team effort from the whole squad and they deservedly won Inter Services 2015. However, the performance of Sgt James Carter and FLTLT Steve De Graaf in the centre of defence and the new caps of FGOFF George Fairhurst, AC Connor Gibson and AC Josh Gennills were highlights. But the standout was the performance of FGOFF Hercus, who won him the MVP for the tournament.
TOUGH RACE MADE HARDER BY WILD WEATHER

Words and pictures by John Cosgrove

Once again the annual Twin Peaks Battle Tab hosted by Bravo Company 2/4 RNZIR in Dunedin lived up to its reputation as both a physical and mental challenge par excellence.

Weeks of heavy frosts, snowfalls and rain had left large sections of the 26km long circuit up and over the hills behind Dunedin wet and sodden underfoot, “It was like running in frozen yoghurt,” said individual race winner LCPL Chris King, from Alpha Coy 2/4 RNZIR, with a winning time of 3hrs:15mins:09secs.

Contestants ran with a bitterly cold southerly on their back for the first 13kms of steep forest climbs and barren tussock tracks before they turned south for the second part of the track and faced the full fury of an Antarctic blast head on for the run home. Snow, sleet and rain made it a real struggle to climb more than 500 vertical metres over the top of the Swampy Summit sections and then they faced the treacherous and slippery conditions underfoot for the downhill forest stages.

“I wasn’t worried about the cold, it was just the ice and mud on the downhill sections that caused me some stress,” cheerfully admitted the second fastest individual competitor, LCPL Chris Hey from 5/7 Battalion Wellington, who finished in 3:17:32.

The third man home was AC Nich Bunting from DHS in a time of 3:29:44, chased home by LCPL Joe Chan, AC Connor Stead, AC Ben Roborgh and AC Liam Hogan.

A total of 43 individual racers laden with patrol order pack, webbing and IW Styers lined up for the start at 8am as snow flurries drifted down in the leaden skies overhead while 17 teams of five to eight competitors headed off shortly afterwards.

All three services were represented with tri-service medics from DHS forming several teams including an all-women’s team aptly named the ‘Femme Fatales’.

INTERBASE NETBALL

RNZAF Base Auckland hosted the annual Interbase tournament at Massey University, Albany, where women’s, men’s and mixed teams competed to be the champions. The 2015 tournament was the largest RNZAF Netball has seen with over 90 participants from the four bases.

Ohakea had a clean sweep in the round robin matches and Auckland, Wellington and Woodbourne had one win a piece. After reviewing the scores in the other games it was decided that Woodbourne would proceed to the final against Ohakea. In an exciting and occasionally nail-biting final, Ohakea took out the game winning 29 – 22.

The mixed competition was an entirely different ball game, with Auckland dominating the round robin (minus a few scary moments against Wellington in which they scored to win by one goal in the final seconds) making their way to the final. By the end of the round robin Ohakea made it to the final. Auckland expanded on their already convincing round robin win, to take the final out 40 – 13.
**Notices**

**50th Walsh Memorial Scout Flying School**

The Walsh Memorial Scout Flying School marks its 50th Anniversary on January 7-22, 2016. It is an annual two-week flying school for Scouts and other young people at Matamata Airfield. This school has been supported and attended by many RNZAF personnel and has played an important role in New Zealand aviation.

The 50th Reunion Day will be held on January 16, 2016. For more information visit www.walsh50.co.nz or email walsh@scouts.org.nz

Application form, email: reserves@nzdf.mil.nz

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**OPEN COCKPIT EXPERIENCE AT THE AIR FORCE MUSEUM of New Zealand**

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Air Force Museum: 45 Harvard Ave, Wigram Christchurch

Open daily 10am – 5pm

www.airforcemuseum.co.nz

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“I was sent these three remarkable designs by Sean Ruffels, who lives in Australia. Sean had written a note on the back of one of the designs generously offering them to the RNZAF for future consideration. The aspect of the plans that I was most impressed with was the level of detail involved. Clearly an enormous amount of thought had gone into the design, including ways to make the aircraft more aerodynamic. Sean seems destined to fulfil a career in design and I wish him the very best for his bright future – I sincerely hope he considers sending his CV to the NZDF.”

Rebecca Quilliam

Editor, Air Force News
THE RNZAF BAND PRESENTS

THE AIR FORCE IN CONCERT

WELLINGTON OPERA HOUSE
SUNDAY
27 SEPTEMBER
2.30PM

Tickets available from Ticketek. Booking fees apply.