EXERCISE SKYTRAIN

C-130 – BACK ON ICE IN ANTARCTICA

WGCDR ANDY SCOTT RECOGNISED IN NY HONOURS
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.

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

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New Zealand Government
I hope you all enjoyed the summer break and made the most of the opportunity to spend time with your loved ones. Whilst things got a bit soggy for those in the upper North Island, at least we as an Air Force were fortunate not to be called upon to respond to a crisis elsewhere in the world. I would also like to extend my thanks to those Airmen and Airwomen who spent the festive season deployed on operations or on duty around the country; it can be more challenging to be apart from family and friends at this time of year.

As we set heading for 2016 it is important to be focussed on our objectives for the year. If we all know where we are going and what we are trying to achieve we can be better prepared, aligned in our effort and more resilient during periods of increased activity. The Fixed Wing Transport Force will continue to deliver a wide variety of air transport effects around the world. Most notable will be the Government-directed deployment of a C-130H(NZ) and support personnel to the Middle East region for six months. No. 40 Sqn proved how capable and flexible it was in this theatre last year when they successfully transported the Prime Minister into Iraq to visit our training team in Taji. This deployment will continue to demonstrate New Zealand’s commitment to security in the Middle East on the back of last year’s Operation TAKAPU mission.

Whilst there was no shortage of flying for the Airborne Surveillance and Response Force during their time in the Middle East it was difficult for the crews to keep all of their tactical skills sharp in the broad spectrum of maritime operations. Therefore, No. 5 Sqn will be focussed on regeneration this year. A conversion course is already underway with new aircrew learning their craft. Additionally, Exercise RIMPAC will provide an unparalleled opportunity for the crews to hone their surface and sub-surface warfare skills. But it won’t be just P-3K2’s out over the water this year.

The Rotary Wing Transport Force has proven the capability of the NH90 and will continue to develop new roles this year. A significant aspect of the ongoing Introduction into Service is trialling the self-deployment capability which will provide the Government with another option to rapidly respond to crisis in the South Pacific. The ability for the NH90 to be able to leapfrog from New Zealand to the Pacific Islands provides us greater flexibility when responding to Humanitarian Aid and Disaster Relief situations. Coupled with this, No. 3 Sqn will continue to provide battlefield support to the NZ Army during exercises—including the introduction of gunnery with the new machine gun mounts—and conduct operations in support of other government agencies whilst maintaining a 24/7 SAR posture.

However, we know that aircraft alone do not deliver capability; this is dependent on the entire system. As such we will be ensuring that our Command and Control is properly manned and fully functioning. Additionally, our support functions will be out doing what is needed to deliver air operations. I was extremely impressed last year with the dedication and drive of our people who provide these essential services. This year will be no different for the technicians on the flight line, our supply and procurement specialists, our firefighters and aviation refuellers. Whether it is at home or on deployment, we will continue to do what we need to ensure we are at an operational level for the Government to call on.
By Luz Baguioro, Public Affairs Manager – Joint Forces New Zealand

The NZDF’s 50-year contribution to scientific research in Antarctica will be featured in a six-part television series to be broadcast across 171 countries in 45 languages starting in June.

The National Geographic Channel will showcase the challenging work undertaken by Antarctica New Zealand’s scientists and support staff through the global series, Antarctica New Zealand’s General Manager Communications Jeanine Begg said.

This will be complemented with articles in National Geographic magazine and multimedia content on the National Geographic web platforms over a three-year partnership.

“People are at the heart of the New Zealand Antarctic Programme. We will be able to tell New Zealand’s story to the world through them and the most credible documentary makers on the planet,” Ms Begg said.

“We are pleased that the NZDF can also take part in this opportunity for global outreach.”

Personnel from the Navy, Army and Air Force who are deployed to support Antarctica New Zealand will be filmed for the global series.

Commander Joint Forces New Zealand Major General (MAJGEN) Tim Gall said Operation ANTARCTICA was one of their major missions. “The first RNZAF air cargo mission to Antarctica was in 1965 and, we continue to support Antarctica New Zealand and the US Antarctic programmes through the Joint Logistics Pool.”

A C-130 aircraft marked the 50th year of New Zealand’s airlift support flights to Antarctica by delivering over 7000 lbs of freight to the icy continent on November 23 last year. The air cargo mission was the first of eight airlift support flights utilising a C-130 Hercules that are planned for the summer season 2015/16.

“Our support recognises the importance of the scientific research being conducted in Antarctica,” MAJGEN Gall said.

“On a practical level, the airlift support flights are crucial because they ensure that science and operational personnel working on the continent have the necessary supplies to get through the season.”

The NZDF provides search and rescue support, air transport and terminal operations at Harewood Terminal in Christchurch and McMurdo, and support for the unloading of the annual container ship. Up to 220 NZDF personnel including air crew and ground support staff, passenger and cargo facilitation staff, logistics staff, fuel specialists, Army engineers and heavy plant operators, cargo handlers and communications specialists are deployed during the summer season to support both Scott Base and McMurdo station.

Antarctica New Zealand manages Scott Base and supports scientific research in Antarctica and the Southern Ocean, particularly the Ross Sea region.

For more on NZDF’s role in Antarctica, see pg 17

Appointing a new CAF

Appointing a new Chief of Air Force is a convoluted process, but here is a handy 12-step guide on getting the top job in the Air Force...

• The appointment of a Service Chief is made by Cabinet, on recommendation of the Minister of Defence, through the Appointments and Honours Cabinet Committee, and with the Warrant signed by His Excellency the Governor General
• NZDF is playing the lead role in running the selection process, working with State Services Commission (SSC)
• A long list of potential applicants was confirmed, with information gathered by the Senior Appointments Boards (SABs) held last year, guiding discussions
• CDF personally invites long-listed applicants to apply
Chief of Air Force Air Vice-Marshall Mike Yardley has announced his resignation from the NZDF and will be taking on a new role with the Ministry of Defence.

The Ministry has appointed AVM Yardley as Deputy Secretary Acquisition, heading up a new five-person Acquisition Leadership Team.

Announcing the appointment, Secretary of Defence Helene Quilter said that AVM Yardley and the new team will provide the Ministry with a strong combination of professional and technical expertise.

“They will drive the change programme we have begun in the Ministry, in partnership with the New Zealand Defence Force, to build our capacity to deliver an acquisition programme of around $11 billion over the coming decade, including replacements for the NZDF’s air transport and air surveillance fleets and the Anzac frigates,” she said.

AVM Yardley brings more than 15 years’ experience in the development, acquisition and introduction into service of military capability. As Chief of Air Force and a senior military leader he has led organisational change and business improvement processes within the New Zealand Defence Force to improve programme and project management, governance arrangements, risk management and business case development.

“Each member of the team is a highly experienced senior professional. Their collective backgrounds include significant defence and military experience as well as expertise in programme and project management, systems engineering and change management. All have held senior leadership positions in the public or private sector,” Ms Quilter said.

“I am confident the new team will make a significant contribution to the leadership and delivery of major capability projects, and I am looking forward to working with them when they take up their roles at the beginning of March."

The Chief of Defence Force, Lieutenant General Tim Keating, congratulated AVM Yardley on his appointment.

“I also would like to thank AVM Yardley for his contribution as Chief of Air Force, and indeed for his entire service career. I look forward to working with him in his new job,” he said.

AVM Yardley will begin his new role next month.

THE NEW MINISTRY OF DEFENCE ACQUISITION LEADERSHIP TEAM COMPRISSES:

- Deputy Secretary Acquisition: Mike Yardley
- Assistant Secretary Acquisition: Huntley Wright
- Programme Director Maritime: Jon Finderup
- Programme Director Land: Richard Burn
- Programme Director Air: Neil Hygate

Applicants are required to submit a CV and cover letter
- All applicants complete assessments at Cerno Ltd. This involves multiple assessments which explore: motivation for and understanding of the role, personality fit, leadership behaviours, cognitive ability, role-related scenario and an interview
- All of this information is considered by a short-listing panel comprising a selection of NZDF senior leaders and an SSC representative
- Those short-listed will be interviewed (including delivery of a presentation) by a panel involving senior leaders from NZDF, Ministry of Defence, SSC and an external party appointed by the Minister of Defence

- The interview panel will identify their preferred candidate and make a recommendation to appoint to the Minister
- Once agreed by the Minister, the recommendation is passed for consideration by the Cabinet Appointments and Honours Cabinet Committee
- The Warrant is then signed at Executive Council following Cabinet approval
- The media are advised and arrangements are made for the new CAF to assume the role
In Focus

DTA Survey Raises Cash for Charity

NZDF personnel have raised more than $1700 for the NZ Fallen Heroes Trust, just by completing a survey.

The Learner Profiles Survey 2015, conducted by the Defence Technology Agency (DTA) on behalf of the NZ Defence College took place in September and October last year to track the use of technology for training in the NZDF and how our personnel use technology outside of work.

To encourage people to participate, Ordnance Developments Limited, suppliers of ammunition to the NZDF for more than 40 years, sponsored the survey to the tune of $1.50 for every successful completion. Their generosity, combined with the diligence of NZDF personnel, has resulted in a donation of $1782 to the Trust.

“Of the nearly 3000 NZDF personnel sent the survey; over 40% took time to complete it.”

Mr Eddie Daley, General Manager of Ordnance Developments present a cheque to Fallen Heroes Trust representative Warrant Officer Mick O’Carroll in the company of Dr Brian Young, Director DTA and James Kerry, Research Leader, DTA.
In Focus

Tell your mates

Since December more support and more services were made available to more veterans than ever before – and Veterans’ Affairs wants you to tell your mates.

Two years ago the Veterans’ Support Act 2014 came into effect, giving Veterans’ Affairs the ability to provide new types of entitlements and support for veterans and their families.

Scheme One of that Act covered veterans from World War II to the Vietnam War.

Now, the new Scheme Two covers all other veterans with qualifying operational service from 1 April 1974 onwards.

If you’re a serving member of the NZDF, this could mean support for you or your mates.

“We want all of our soldiers, sailors, airmen and women to know what they are entitled to,” head of Veterans’ Affairs Jacki Couchman said.

“Scheme Two recognises the needs of younger veterans whether they are now in civilian roles or currently serving. It has a focus on tailored wrap-around packages of treatment and rehabilitation, including vocational support to get back to work,” she said.

“Where a veteran is unable to work because of a service-related injury or illness, or where a veteran has died because of a service-related illness or injury we can offer vocational support to their spouse or partner. This could help a family to make a new start.”

Under Scheme Two veterans would receive support over and above that offered by ACC, Ms Couchman said.

“You may not need services or support from Veterans’ Affairs right now, but your friends might. Or you might in the future.

“It is really important that you understand what Veterans’ Affairs can do for you, your whanau and your mates,” she said.

>>

DTA Research Leader James Kerry described the response to the survey as remarkable.

“Of the nearly 3000 NZDF personnel sent the survey, over 40% took time to complete it.

“This was achieved despite the survey taking place during the school holidays and in the run up to the major NZDF exercise Southern Katipo 15. Through the generosity of Ordnance Developments, NZDF personnel are both helping DTA develop better solutions for NZDF personnel as well as helping a worthy charity.”

The NZ Fallen Heroes Trust (http://fallenheroes.org.nz) provides funding for projects that make a real difference to the lives of military veterans and their families. It provides support to families of those who have made the ultimate sacrifice, and assists those with physical or mental injuries as a result of their deployed service. The Trust’s contributions are tailored to meet the unique needs of the individuals and their families.

DEFENCE TECHNOLOGY AGENCY

The Defence Technology Agency (DTA) is a business unit of the NZDF providing research, science and technology to the NZDF and the Ministry of Defence. DTA provides NZDF with innovative solutions, testing and products as well as independent research and advice.

Solutions developed by DTA are used across all three services and in all NZDF operations making our personnel safer and more efficient in theatre by providing them with world-leading tools and capability. Their innovations have also been noticed beyond our shores, with military and private sector organisations across the world purchasing solutions developed in New Zealand by DTA.

TELL YOUR MATES

MORE SUPPORT AND SERVICES FROM VETERANS’ AFFAIRS

To find out more about Scheme Two and the other services Veterans’ Affairs offers visit the Veterans’ Affairs website – veteransaffairs.mil.nz
I’ve Seen Fire and I’ve Seen Rain: Exercise Skytrain 16

By Squadron Leader Simon Eichelbaum, Air Force Public Affairs Officer

Ex Skytrain 16 sparked into life literally, when less than 24 hours after arriving in Napier the Rescue Fire Service (RFS) team were assisting the New Zealand Fire Service extinguish a scrub fire not far from the airport. It was an eventful start to an action-packed activity. And no sooner had the main body arrived on camp than a front roared through Hawke’s Bay, dumping unseasonal rain in quantities sufficient to cause concern from locals worried that we might have been drowned. Far from it; operations continued with minimal disruption.

A C-130H(NZ) Hercules delivers four Container Delivery System (CDS) pallets on to a Drop Zone
Skytrain brought No. 40 Sqn to Napier in January to focus on generating Operational Level of Capability, centred around tactical low-level flying, load dropping and night flying. It also exercised the RNZAF’s ability to operate from a Forward Operating Base where they had to deal with the stresses and constraints of being largely self-sufficient away from home base.

The annual event focuses on contingency training for situations where supplies are needed to be accurately dropped by crews into disaster zones where planes are unable to land. This skill has been vital in areas where either has not been an airstrip, or it has been too dangerous to land, including:

- combat zones in Afghanistan
- in Antarctica when a Russian vessel became stranded and the RNZAF dropped essential supplies onto the ice for the crew
- the regular drops the RNZAF conducts to Raoul Island for resupply.

To make this happen required a large team drawn from across the RNZAF with support from NZ Army. About 180 personnel quickly formed what Camp Warrant Officer W/O Nahi Norman described as “a tightly-knit team”. He noted with pride that within two hours of the main body’s arrival, the propellers were turning for the first operational flight.

As well as teams from No. 40 Sqn Operations and Maintenance Flights, the camp couldn’t have functioned without the support of personnel from Air Movements, Air Refuellers, Ground Support Equipment technicians, No. 230 Sqn, Air CIS (Communications Information Systems) techs, medics, Force Protection, Logistics as well as the RFS team. Throw into the mix NZ Army teams from 5 Movements Company to build and rig loads, 10 Transport Coy for load recovery and 21 Supply Coy to keep everyone fed and watered, and you had a fine example of co-operation and teamwork.

One of the biggest challenges faced by Hercules Flight Commander and Detachment Commander SQNLDR Leigh Foster was finding a time slot in which to conduct the exercise. Normally it is held in April or May, but with a busy year of training and operations ahead, the unusual step was taken to hold it in the second week back after the Christmas break – a decision that stretched support services across the New Zealand Defence Force. “That the camp was set up and running so quickly and efficiently in the circumstances was a huge credit to all concerned,” SQNLDR Foster said.

Joining the two RNZAF C-130s was a CASA CN-235 from the French Armed Forces of New Caledonia (FANC). As part of the South Pacific community FANC personnel could find themselves working alongside the RNZAF providing humanitarian aid in case of a natural disaster, and this exercise provided an ideal opportunity for both nations to learn how the other operated in such a scenario.

Over the course of the exercise the deployment conducted up to four sorties per day, with drop zones spanning the greater Hawke’s Bay region. An Open Day was held on January 23 with a crowd of thousands gathering at Hawke’s Bay Airport to get a close up look at the aircraft that had been filling their skies, as well as an NH90 helicopter, and to be treated to a role demonstration by a C-130.

The people of Napier provided a wonderfully warm welcome throughout, and despite such a lively beginning, it was a successful and thoroughly enjoyable activity, and we look forward to returning to Napier again one day soon.
When World War II broke out it brought an abrupt halt to a young Evelyn Hutchins’ budding professional singing career. The young woman had dreamed of being on stage singing light opera. But even though she traded in the stage for driving military vehicles in 1942, the 102-year-old told Air Force News she never stopped singing.

**WAR DIDN’T STOP SONGBIRD FROM SINGING**

By Rebecca Quilliam
The war came and everything stopped, my singing lessons stopped – there was no use for those anymore,” Mrs Hutchins said.

However, it turned out that not even a war could stop the songbird from singing.

The centenarian was speaking from her modest two-room unit at a rest home in Waikanae. Framed photos on the walls showed-off smiling children, grandchildren and great grandchildren. Even more photos, much older photos, told the story of Mrs Hutchins’ career as an Air Force driver and as lead singer with the Armed Forces Operatic Society.

One image showed a smiling Mrs Hutchins at the wheel of a troop carrier, which held scores of young, eager new soldiers.

“I would often wonder how many were being sent off to never come home,” she said sadly.

Mrs Hutchins’ own fiancé was killed during the war. “He was killed in one of the big bombing raids over Germany in October 1943.”

She joined the WAAF (Women’s Auxiliary Air Force) out of a sense of duty. “I thought it was a worthy cause and I think I thought it was a good idea to replace the men. But I didn’t think so much at the time we were more or less sending them over there to be slaughtered.”

The farming girl was first stationed at Taiere station with others from Otago and was immediately tasked as a driver of trucks, cars and ambulances. She was later posted to Harewood, near Christchurch.

She recalled one horror day at Taiere when she was ordered to race an ambulance to a crash site of a Union Airways plane (now Air New Zealand).

“There were about nine passengers on board and mail for Christchurch and the starboard engine had been torn away.”

There were no serious injuries, she said.

Unfortunately a much worse incident was on the horizon for Mrs Hutchins.

While she was sitting watching two Tiger Moths flying one day, the pair collided.

“The two instructors and the trainee boys were killed – the whole four of them. My heart was in my mouth and I thought ‘Oh goodness me’ and I never went up in a Moth again.”

But despite her day job, Mrs Hutchins still managed to find a way to sing.

“I sang in the Dunedin Town Hall every Saturday night. I was lucky because if I had night flying duties, one of the other girls would stand in for me.” She was also getting paid, but had to keep quiet about her moonlighting role because getting wages from sources other than the Air Force was not allowed. Her performances were recorded for the local radio station.

At her posting in Harewood, Mrs Hutchins continued singing, “I used to sing to the boys as I drove”.

“Sometimes I would drive the trucks to a concert where I’d get out and be the singer as well.” Also at Harewood she joined the Armed Forces Operatic Society where she played the lead female roles in performances including the Pirates of Penzance and HMS Pinafore. Wounded soldiers who had returned from battle also benefitted from Mrs Hutchins’ talents – “I would sit at the piano and play for them and sing, because I liked doing that.”

After the war was over, Mrs Hutchins was commissioned to sing Welcome Home and Smoko to the returned servicemen and women.

Mrs Hutchins will get to reminisce about her time with the Air Force next month when she will attend the 75 Year reunion of women in the Air Force.

“I’ve been to every one since the 21st Year reunion. At 102, I’ll be the oldest girl there apparently.”
The Gordon Watt Memorial Award

Leading Aircraftsman Joshua Sherwood is a standout medic with high standards and a steadfast pursuit of excellence; he is an excellent role model for young medics with his commitment and dedication towards the trade and regularly puts the needs of the service before himself.

“It is for these reasons he is the recipient of the Gordon Watt Memorial Award,” Warrant Officer Teresa Ikenasio said. LAC Sherwood was posted to RNZAF Base Woodbourne in January last year and since that time he solidified himself within the unit as a capable and proactive medic.

His supervisor, Sergeant Jack Wheeler said that upon LAC Sherwood’s arrival to Base Woodbourne, his portfolio had grown “dramatically”.

“He is now a member of several base committees including the secretary/treasurer of the JRs committee.

The purpose of the award is to recognise the top RNZAF medic who displays professional excellence and the core values of Courage, Commitment and Comradeship.

This demonstrates LAC Sherwood’s sense of responsibility and desire to lead others in and out of trade.

“LAC Sherwood shows a great amount of initiative throughout the year especially with regards to students preparing tasks, lessons and inductions for all visiting members,” SGT Wheeler said.

The Leading Aircraftsman had a constant drive for excellence and demonstrates these both in his clinical ability and his constant research which he openly shares with others, he said.

“He is always willing to take on extra duties and regularly volunteers for taskings whether local or nationwide. LAC Sherwood’s service writing is somewhat outstanding for the rank of LAC. He is also very knowledgeable when it comes to referencing.

“LAC Sherwood takes a lot of pride in his service writing and this will often result in the Flight Commander allocating LAC Sherwood with minute writing tasks.”

WO Ikenasio said the medic had arguably been the busiest member of the Base Medical Flight team.

“LAC Sherwood’s commitment to the trade is outstanding,” she said.

The top RNZAF Medic Award, the Gordon Watt Memorial Award, was named in honour of the late SGT Gordon Sutherland Watt.

The award is a cross section of the middle segment of an Iroquois main rotor blade with the Huey being synonymous of the Vietnam War.

SGT Watt enlisted into the RNZAF on September 6, 1960 and graduated from the No. 17 Airmen Recruit Course, General Services Training Squadron (GSTS), at Wigram two months later.

He began his career in the RNZAF as a General Service Instructor before remustering to Medical Orderly in April 1964. Posted to the Base Hospital at Wigram, SGT Watt completed his medical orderly courses where he was observed as being a keen, willing and interested airman.

Promoted to the rank of corporal in 1968, he deployed to Vietnam with the No.1 New Zealand Medical Services Team in May 1969 as a T/Sgt. In Vietnam SGT Watt assumed responsibility of the Tam Quan dispensary at Binh Dinh Province as the sole charge Medic.

He was described as a very able senior NCO, who was able to manage and deal with most emergencies on his own. On March 1, 1970, weeks before SGT Watt was due to redeploy to New Zealand he was killed by a Viet Cong landmine at Tam Quan.

As of December 2014 SGT Watt remains the only RNZAF service member killed on active service since World War II. He was posthumously awarded The New Zealand Operational Service Medal, The Vietnam Medal, The New Zealand General Service Medal (Warlike) – Vietnam clasp, New Zealand Defence Service Medal – Regular Clasp and The South Vietnamese Campaign Medal. He was also posthumously awarded the Public Health Service Medal 2nd Class by the Republic of Vietnam.

The purpose of the award is to recognise the top RNZAF medic who displays professional excellence and the core values of Courage, Commitment and Comradeship.
Exercise Noble Skywave

By CPL Vanisha Patel

Exercise Noble Skywave is an international High Frequency radio communications competition conducted annually, sponsored by the Communication and Electronics (C&E) Branch and hosted by 21 Electronic Warfare Regiment, Canadian Armed Forces. The competition encourages friendly competition between Canadian Armed Forces units and Allied partners. This year invitations were extended to Australia and New Zealand, and Communication Information Systems Flight (CISF) jumped at the chance.

All regular and reserve units, bases, wings and ships with High Frequency (HF) capability were invited to the party... and boy did we. Participants came from all over the world including Australia, Canada, New Zealand, UK and the US. New Zealand participants included two teams from RNZAF CISF. The exercise covered a 36 hour period starting at 9pm on October 21 and finishing at 9am on October 23. CISF teams were made up of three person dets on rotating shifts, including the Air Operations Communications Centre (AOCC). Our teams got to experience night time HF in the comfort of two 14 x 14 tents located on the far side of the Whenuapai Airfield and the AOCC.

Our deployed antenna base was made up mainly of our common operational antennas, including such classics as the Half-Wave Dipole, Delta, 32ft Whip and Sloping Vee. Each antenna has its own list of attributes that we needed to consider at different times of the day, as well as for each different distant station. However, we got a bit more adventurous and tried a couple of more long-distance antennas, such as a two-wavelength Long Wire and a mighty Rhombic that covered almost 100 metres in length. These bad boys are needed to operate up to 15,000km! All in all, you’re looking at over 570m of radiating elements operating on a 400watt radio system. The AOCC operated on a powerful 1000watt radio system and directional hard standing antenna, the Linear Periodic Array.

The competition had multiple stages; establishing communications using Automatic Link Establish technology, and a free play use everything available phase. With such vast distances, engineering the multiple circuits in real time could have been a serious issue. We covered this by using KU satellite communications to maintain a deployable internet network, which allowed us to have a constant connection with the other teams through an online chat forum. Changing frequency and trying to establish communications has never been easier, except when it didn’t work!

Overall the exercise was a great success, in the competition we came in 30th out of 82 participants. Both the AOCC and the deployed team were able to reach distances to our allies of up to 15,000km to Canada and 19,000km to the UK along with talking to stations from all locations. We were even heard by a listening station in Italy. We are looking forward to next year’s competition.
Leading the NZDF response into the search for Flight MH370, co-ordinating relief missions to nations devastated by natural disasters and managing the NZDF’s support in the harsh conditions of Antarctica has resulted in Wing Commander Andy Scott being recognised in this year’s New Year’s Honours list. The newest Commanding Officer of No. 40 Squadron tells Air Force News about his surprise at receiving the award.

“I was actually blown away by it,” he said.

The 38-year-old was awarded the Distinguished Service Decoration (DSD) for services to the NZDF.

“I was very surprised to receive the award, as I am sure too were those who worked with me at the time. There are several criteria for the award, one of which is acts of heroism and bravery, but paper cuts aside, I cannot lay claim to that.”

The award recognised WGCDR Scott’s work at Headquarters Joint Forces New Zealand (HQJFNZ) as a senior staff officer, between December 2012 and April last year. He was at the forefront of the planning and execution of a variety of NZDF responses to major overseas and domestic crises and events.

Included was leading the NZDF’s involvement in the search for the missing Malaysia Airline plane, MH370.

“All the good work of course was executed by the No. 5 Sqn team that was actually going out and flying the Orion - they had an outstanding record of flying every day that crew duty allowed. They were there for about 40 days and they flew about 280 hours. When you compare that to a normal year for NZDF, which is about 100 hours total for search and rescue, it’s a significant amount. And so I provided the oversight and coordination at headquarters to enable that.”

He was the main person the media turned to for updates on the search, with daily interviews by CNN’s Wolf Blitzer, as well as with local media.
WGCDR Scott also co-ordinated relief missions to the Philippines in the wake of Typhoon Haiyan. It was one of the strongest tropical cyclones recorded, where tragically approximately 6300 people lost their lives.

He was also at the forefront during other natural disasters including Cyclone Evan, which destroyed or damaged 1700 homes in Samoa during December 2012; last year’s Cyclone Pam, which devastated parts of Vanuatu; as well as natural disasters around New Zealand.

Moving into HQJFNZ from an operational unit was “a difficult transition”, he said.

“I had spent the majority of the first 14 years of my Air Force career on No. 40 Squadron flying and managing the C-130 fleet, so it was a steep learning curve moving into the Joint Current Operations role where I had responsibility for Army and Navy outputs too.”

But his previous experience on Base Auckland put WGCDR Scott in good stead when making decisions from HQJFNZ. “I always tried to make sure I was providing what I would need if I was back on the Squadron.

“I won’t pretend we got it right all the time and I did my fair share of apologising when we got it wrong, but we were always doing our best to work for the teams on the front line and bridge the gap between that and supporting strategic command, because without both being met we would have failed in our job.”

In his citation, WGCDR Scott was also noted for his time in Antarctica and his work in managing NZDF support to the frozen continent and Southern Ocean. Being involved in Antarctic operations throughout his flying career and then in his time at HQJFNZ resulted in him becoming an expert on the area.

“NZDF is unique for its military support to Antarctica and Southern Ocean operations. I would be called upon when anyone needed a brief on Antarctica within Defence or with visiting dignitaries, so I would ensure I was always up to date with the activities in the region.

“Working in support of NZ’s Antarctic programme for over 15 years now means I’ve seen a lot of change and understand the importance of Antarctica to New Zealand on many levels. It is a fascinating place, which is evolving quickly and I think it’s something we do need to be very much involved in and paying attention to.”

Late last year WGCDR Scott was appointed as Commanding Officer of No. 40 Sqn – his dream job.

“Ever since I started on 40 Sqn on Hercs in 1999 I’ve always wanted to be Commanding Officer - that had always been my aim. I was so very excited to get the opportunity.”

However, the role means the father-of-two has to commute between Base Auckland and his home in the Wellington suburb of Whitby.

“I couldn’t do it without the support of my wife Mary and our kids; I may have completed the required courses and have the requisite experience to be selected for the role, but I am only able to do it because my family are supporting me.”

The British-born pilot from Birmingham moved to New Zealand when he finished high school after his parents decided to emigrate. He joined the RNZAF shortly afterwards and believes it is the best Air Force in the world to be a part of.

“We do everything that every other armed force does, but because there are not a lot of us and we have limited assets, we don’t do any one thing for too long.”

This means personnel have the opportunity of gaining a “whole swathe of experience” working in numerous places, in numerous roles around the world, he said.

“It keeps it really, really interesting and it means you can pack a lot in, in a short space of time. This is what makes us truly special and in many cases is what I think keeps people in the Air Force. It was certainly the case for me and while there are still challenges ahead for us as an Air Force that can sometimes seem daunting, that is what excites me about working here as it means there is never a dull moment.”

Air Force News
I’d like to think of myself as somebody who doesn’t mind being slightly different, who can cope with change and rise in the face of adversity. However even after seven years in the Air Force little prepared me for a posting to No. 6 Sqn, which works with the Royal New Zealand Navy.

In the Navy’s defence I have yet to be posted to a ship and am still learning the ropes as a Seasprite pilot under training, however this is an opportunity for me to share my perspective on what working with the Navy has been like so far.

Firstly I’d like to clear a few things up that many an Air Force person has thought in their time. Unfortunately the Captain of a ship does not have a parrot on his shoulder, although with the amount of wildlife I saw in just one day on board HMNZS CANTERBURY, it wouldn’t be hard to find one willing. HMNZS TE KAHA tried its best but only caught an owl whose inability to repeat the Captain’s orders resulted in it being banished back to the Australian coastline. Also, the RNZN actually do speak a completely different language. It is something I struggle with on a daily basis. If you can’t spin a good dit (story) on your way to the heads following some decent duff (dessert) then your shipmates will start asking questions. Lastly, in order to get along in the Navy you more or less need a degree in history. Something about being the senior Service entitles the Navy to bring up battle after battle at formal occasions and relive the tales as if they were actually there. It’s fair to say it has been a steep learning curve and I just try my best not to embarrass my Navy counterparts too much at such occasions.

Traditions aside, the opportunity I have to deploy with the RNZN is one I’m really looking forward to. It can be easy to stay in your comfort zone, however a three year posting with the Navy will no doubt push those boundaries. For someone who is used to pitching tents and delivering rat packs to the Army, low level operations out to 100nm from the ship working alongside multiple countries in foreign waters will be somewhat of a challenge. Thankfully I have a Navy observer next to me who will ensure this Air Force FLTLT, who is like a fish out of water, won’t send me too far in the wrong direction.

What impresses me about No. 6 Sqn is their ability to adapt to being surrounded by the Air Force here at Whenuapai. It’s a small unit with big objectives and they consistently operate to both Air Force and Navy procedures. It is still early days for me but first impressions count and I would encourage anyone who gets the opportunity to work at No. 6 SQN to seriously consider it.
Operation Antarctica 2015

By FLT Lt Liesl Franklin, RAAF C-130 Exchange Officer, 40 SQN

Helicopter gets loaded onto the RNZAF C-130H
In December last year, No. 40 Sqn began preparations for its first series of flights over Antarctica’s summer period. In preparation for deployment all crews were required to conduct briefings on local weather patterns, ice survival, range calculations and flying techniques. We also rehearsed a series of weather scenarios to demonstrate the importance of proceeding through a point of safe return (PSR). The practice of proceeding through a true PSR to a destination with rapidly changing weather patterns is something rarely experienced by a captain. This operation would be a first for me and I learnt a great deal about the critical nature of Antarctica’s PSRs.

With all pre-deployment preparations complete No. 40 Sqn launched for Christchurch (the hub for all Op. Antarctica flights). The Christchurch “Deep Freeze” Ramp was busy with RNZAF, United States Air Force (USAF) and South African civilian charter airline SAF Air aircraft, all pushing to get flights completed while the ice was still intact.

My first mission launched without issue. The weather forecast was excellent and conditions stable. As we flew south, there were signs we were headed for a harsher environment. Icebergs and cracked ice sheets came into view hundreds of miles prior to the continent - they extended far beyond the horizon.

On thorough review of the conditions our crew made the decision to continue through our PSR and fly south (or north as we had switched to map grid reference) for Ross Ice Shelf. Upon crossing the Antarctica land mass, I realised for the first time the optical illusions generated by a featureless landscape and unlimited visibility. By looking down from the aircraft to a glacier below, the blinding white snow gave away any definition my eyes could muster from the terrain’s surface. A crevasse the size of a six-lane motorway appeared as benign as a small crack in a footpath. The sheer scale of the terrain I was used to seeing in Australia and New Zealand had been supersized to create the landscape of Antarctica.

As I flew the aircraft onto finals I could feel the stability of the cold, dense air through the efficiency of the engines and the handling of the aircraft. The thick air allowed the aircraft to fly in a very stable way, making it easier to maintain profile and line up for landing. As our wheels touched down I felt the ice cushion the normal impact of the main gear, making everything softer. As we began to decelerate, I could feel a slight skid in one direction, which was corrected with asymmetric thrust rather than steering (a technique employed on ice runways).

The taxi was slow, just in case we hit a smooth patch of ice and skidded; or in our case, wait for an eager penguin to waddle and slide clear of the runway.

Once shutdown, cargo offloaded, the Antarctica New Zealand Scott Base Senior National Officer, Major Mac McColl, greeted us at the aircraft. He and his team at Scott Base would look after our crew for our extended stay on the ice. With a full day off to explore Scott Base and its surrounds, Major McColl organised a once in a lifetime opportunity to explore the true beauty of Antarctica. We were taken on a hike through the pressure ridges (a portion of the sea ice crumpled against the land mass causing dramatic jagged-edge ice sculptures), a rock formation often observed by those living in Antarctica.
The Chief of Defence Force, Lieutenant General Tim Keating, arrived in Antarctica recently for a visit that included meeting New Zealand Defence Force (NZDF) personnel providing logistical support to both the New Zealand and US Antarctic programmes.

He viewed Antarctica New Zealand operations at Scott Base and beyond, and visited nearby McMurdo Station.

“This is a good chance to meet NZDF personnel involved in the Joint Logistics Pool – which supports both the New Zealand and United States Antarctic Programmes,” LTGEN Keating said.

“About 220 NZDF personnel every year are involved in the Antarctic operations. New Zealand has important sovereignty, security, economic, environmental and scientific interests in Antarctica and the Southern Ocean.

“The country’s presence is maintained at Scott Base, and the Defence Force is an integral element in sustaining that presence.”

The relationship between New Zealand and the United States benefitted from the very good co-operation on logistics and science work that has existed for decades, LTGEN Keating said.

His programme also included field training and viewing the US scientific operation at McMurdo Station.

The challenge for No. 40 Sqn and myself as a captain will be ensuring our continued support to the people and operations conducted at Scott Base. We will do our utmost to be prepared and ready to launch each mission on time. However, as much as we wish we could control the weather, we cannot and there will be times we regrettably have to turn back to ensure the safety of our people. I am told Operation Antarctica 2015 was one of the most successful Antarctica operations conducted by No. 40 Sqn. I am proud to have been a part of it and look forward to the opportunities to fly again this year.
Thousands Raised for Missing Wingman Trust

The Iroquois retirement has raised thousands for the Missing Wingman Trust, which has directly contributed to tertiary scholarships for 2016.

It started last year, when it was identified that an event should be held to commemorate the retiring RNZAF Iroquois fleet and the personnel who had served under the No. 3 Sqn banner with them.

Operating for nearly 50 years meant that there had been a lot of past and present airmen/women who had operated, maintained and supported the RNZAF Iroquois frames.

As the Iroquois Flight Adjutant, Flying Officer Josh Wood was appointed OIC of the function and gathered volunteers from the Squadron, some of whom were now working on the A109 and NH90 Flights, to form the Iroquois Retirement Function committee.

An auction was organised and all proceeds from the event would be donated to the Missing Wingman Trust due to the great work the trust does for families of RNZAF members.

In addition to the auction, merchandise was sold for a period afterwards with proceeds also going to the Trust.

The auction raised $26,000, and the other sales raised $11,000, a total of $37,000 for the Trust.

The function night was a great success, with over 700 current and ex-serving No. 3 Sqn personnel coming from all around the country and world to farewell the RNZAF Iroquois fleet. There was live music, Iroquois on the flight line, SQN memorabilia and photos on display, a bar set-up with a ‘deployed environment’ theme; all things to jog memories and reminisce on the good times people had whilst working with the Hueys.

MISSING WINGMAN TRUST:

Since its formation six years ago, the Missing Wingman Trust has supported more than 20 families. This has included education scholarships, medical expenses, headstones and memorials, work around the home such as working bees and roof replacements, helping families move house, and for children who have lost a parent, the Trust sends them on sporting trips and gifts them Christmas presents. Most of the work the trust does is for families of non-commissioned ground trades, but the trust exists to support all Air Force families, regardless of rank and trade. The money raised in the auction has enabled the trust to provide more scholarships for 2016, and also helped provide childcare for a serviceman who lost his wife and was deploying overseas.

If you know someone who needs our support, or if you can help us to raise our profile or some funds, then please contact your base rep:

- Auckland W/O Phil Webley
- Ohakea SQNLDR Ron Thacker
- Wellington W/O Cedge Blundell
- Woodbourne FLTLT Jules Gilligan

THE MISSING WINGMAN TRUST

BANK: Westpac
ACCOUNT: 03 0774 0642082 00
CHARITY NUMBER: CC50067
AMOUNT: $1 weekly/fortnightly
By David Watmuff, Collections Manager

Late last year, Mr John Peterson presented a print of ‘The Bushrangers’ to the Air Force Museum of New Zealand on behalf of the 9 Squadron RAAF Association. John is a former RNZAF Iroquois pilot who served in South Vietnam in 1970 on attachment to No. 9 Sqn RAAF. He was awarded the Distinguished Flying Cross for his service there, and later was awarded the Air Force Cross for his search and rescue work with No. 3 Sqn.

Of the 16 RNZAF helicopter pilots attached to No. 9 Sqn RAAF during the period 1967-1971, five were awarded DFCs, and two received Mentioned in Despatches awards. They flew the Bell UH-1H Iroquois on missions mostly involving troop transport, resupply and medical evacuation, all of which involved considerable risk and, frequently, extreme danger. In 1969, No. 9 Squadron introduced the concept of a heavily-armed gunship that could provide close protection to other helicopters and troops on the ground. Known as ‘Bushrangers’, the firepower of these gunships was impressive – two forward-firing multi-barrelled mini-guns, twin M60 machine guns mounted on each side of the passenger compartment, and 14 externally-mounted rockets.

The RNZAF pilots and No. 9 Sqn developed a close relationship in South Vietnam, and this has endured to the present day. The No. 9 Sqn RAAF Association very generously gifted the print to the Museum in recognition of this close relationship, along with a cheque for $500 to help with expenses relating to a future exhibition about the RNZAF’s role in South Vietnam.

An online exhibition about the RNZAF’s role in Vietnam is available via the Museum’s website, at www.airforcemuseum.co.nz

By David Watmuff, Collections Manager

The Air Force Museum of New Zealand is fortunate to have artefacts from the RNZAF’s three Victoria Cross (VC) winners – Jimmy Ward, Leonard Trent and Lloyd Trigg. Recently, we received another addition to this select group, with the donation of Lloyd Trigg’s pilot’s flying log book. Trigg’s exploit is especially remarkable for the fact that it was the first and only time a VC has been awarded solely on enemy testimony.

On 11 August 1943, Trigg was the pilot of a Liberator bomber of No. 200 Squadron RAF patrolling the Atlantic off the coast of West Africa in search of German submarines (U-boats). Trigg and his crew spotted U-boat “U-468”. Trigg dived to attack but U-468’s defending guns set the Liberator on fire. Despite this, he continued his run and dropped the depth charges, crippling the submarine. Trigg’s aircraft was also fatally damaged, however, and it crashed into the sea, killing all on board. The U-boat subsequently sank, with a handful of survivors later picked up by the British Royal Navy. They told their captors the story, and of their admiration for the courage of Trigg and his crew.

Trigg’s Victoria Cross was announced later that year and awarded to his widow by the Governor-General of New Zealand in May 1944. The log book was sent to his mother, and was passed down through two generations of the family before being generously gifted to the Museum.

VC WINNER’S LOG BOOK DONATED TO MUSEUM
Marae

Air Force Marae: Kōrero o te wā

Tēnā tātou kātoa,
This is a quick update as to what is happening with one aspect of the marae project - staffing.

MARAE STAFF
The marae will require a core of skilled personnel to operate it in such a manner that it enhances the mana of the marae and therefore RNZAF. We are currently working on a staffing strategy that utilises a combination of civilian staff and military staff.

Over the first two years of operation the marae staffing will operate broadly to the concepts that follow. After two years of operation we will have enough data to support changes (if needed) as required.

STRONG FOUNDATIONS (CIVILIAN)
The foundation of our strategy is the utilisation of two civilian staff, one female and one male, who will have the prerequisite cultural knowledge and experience required to operate the marae with the mana it demands. Having a foundation of civilian staff will also provide the necessary stability to operate without the risk of ‘posting churn’ and short notice postings that employing military personnel would currently pose. We are currently working on the job descriptions for each of the positions. Originally it was thought to ‘job share’ between the two positions, after consultation with other marae we have now moved to a separate marae manager and marae assistant position. Neither of these positions are gender biased.

SECONDMENT DEVELOPMENTAL POSITION (MILITARY)
We are looking at making the military position a developmental position which will be ‘seconded’ to the marae. The selected individual would spend six months working out of the marae and would be exposed to a variety of developmental opportunities to prepare them for key Māori based SME positions in the future, such as Base Māori Liaison Officer (MLO) and the RNZAF Māori Cultural Adviser (MCA) to Senior Command. The secondment position would be non-gender specific and non-ethnicity specific. The anticipated developmental opportunities will include:
• Support full-time marae staff with the conduct of ceremonial activities, they will be required to take an active role in either kāranga or whaikōrero as is appropriate. This will assist in the development of their Te Reo and a deeper understanding of ceremonial marae-based protocols.
Watching the Air Force Marae slowly take shape has been an inspiring and exciting journey. To see the last and largest of our carvings finally fitted into place brings a key leg of that journey to a satisfying conclusion. It is confirmation that the end is just around the corner. We have reached a long awaited milestone that has had its own trials and tribulations along the way. I speak of the intricately carved maihi (bargeboards) and amo (vertical support posts). Together they form the ‘arms’ of our Wharenui extended outwards in a gesture of welcome. One of the trials to be overcome was the fact they ended up larger and heavier than anticipated. This meant that further structural strengthening of the Wharenui frontage was needed. This in turn meant further work, further delays and further issues to work around. As they say, all good things take time! The time and effort that went into doing this properly has certainly paid dividends. If we wanted the face of our Wharenui to stand in awe and do justice to the mana and pride of our Air Force then this is a mission accomplished. Now it looks like a Wharenui and more importantly, now it feels like a Wharenui.

In brief, the amo (vertical posts) depict the Māori story of the ancient battle that took place between the birds of Aotearoa and how the domain of each bird was determined. The maihi (bargeboards) depict the domain of Tāwhiri Mātea, guardian of the elements (winds, storms, lightning etc). As the Air Force we have an inherent connection to the sky and particularly to the children (the natural elements) of Tāwhiri Mātea. It is the sky, the aerospacial realm of the four winds, the undeniable domain of birds and their mastery of flight, that these carvings depict and to whom we pay humble homage to at the forefront of our marae.

By Doug Wallace

Marae

CANDIDATES

Candidates will need to have a ‘workable’ level of Te Reo and should have displayed an appropriate level of management skill and leadership attributes prior to being accepted. An understanding of the RNZAF Bicultural Policy and the current policy objectives would be also be an advantage. If you are considering this as a future opportunity then discuss this with your commander and contact me.

COMMANDERS

Noting that we are now utilising the Performance and Development Report (PDR) as a way of capturing the developmental opportunities for our personnel, I ask that commanders consider the opportunities this will provide personnel within your command in supporting the RNZAF Marae and Bicultural Policy.

Mihi ki a koutou
Nāku noa (regards)
MCA(F)
W/O Pātariki (P.J.) Smith

Note: Only the entrance gateway and the external of the Wharenui will be carved by the time the marae is open and operating. The internal of the Wharenui will be carved in stages post opening.
New K9 Teams See National Security Going to the Dogs

Leading Aircraftman (LAC) Thomas Olsen and his military working dog (MWD) Koda and Aircraftman (AC) Danial Forsyth and MWD Axle have graduated at Base Auckland in a ceremony presided over by Group Captain Tim Walshe.

Both students successfully completed a unique 14-week military working dog handler training at the RNZAF Military Working Dog School.

At the graduation, the two human/K9 teams demonstrated several of the techniques they have learned during the course including obedience, agility and an apprehension demonstration.

Flight Commander Force Protection, Flight Lieutenant (FLLT) Andy Armstrong said the success of the programme relied on the ability of the dog and handler to work as a team and combine their talents.

“For the partnership to be successful the handler and his dog must have a great relationship. Along with technical skills learned, the airmen have learned aspects of dog psychology and bonded successfully as a team,” FLLT Armstrong said.

The graduates and their dogs would remain as a working team throughout their posting at the MWD Unit.

Following graduation, the airmen and their newly trained K9s will be ready to respond to operations both in New Zealand and overseas, which included Exercise Skytrain and upcoming deployments to major multinational training activities in Australia.
The sale of 10 Iroquois airframes and associated spares was completed late last year with the signing of the contract between NZDF and Dakota Air Parts International.

The first objective of the Iroquois disposal was to preserve the history of the NZDF and retain examples wherever possible. Airframes were subsequently donated to the Air Force Museum, Christchurch and the National Army Museum, Waiouru for public display. The second was to gain the maximum financial benefit to NZDF whilst satisfying US State Department requirements regarding the sale or transfer of materiel. The US Government controls the export of sensitive equipment, software and technology as a means to promote national security and the New Zealand Government has obligations as a purchaser of US materiel not to sell to a third party without the permission of the US Government. Selection of a preferred vendor is therefore not based solely on the highest bid.

After undertaking a competitive tender process, Dakota Air Parts was selected as the preferred vendor. The agreed price is commercially sensitive; however it was considered to be sound return for the New Zealand taxpayer and has made a significant contribution to the $38m gained by the National Disposals Office (NDO) during the 2015/16 financial year.

The scale of the package can be seen from the photograph taken inside 3 Hangar (below) which shows not only the airframes but also the blades, engines, support equipment and spares which formed the sale package presented to the market.

The NDO works alongside single Services and support agencies to ensure that all disposals are compliant with both international arms trade regulations and internal commercial requirements are met. The successful sale of the Iroquois is the result of many months of hard work by Ohakea personnel to prepare the materiel for sale, as well as essential input from such diverse areas as Defence Commercial Services, Defence Legal Services, and the NZ Embassy in Washington. The support of all parties is both acknowledged and very much appreciated.

Dakota Air Parts is expected to begin the uplift of the airframes and spares package this month.
Dream Win for Aviation Fanatic

Hawke’s Bay plumber Greg Jacques has been passionate about aviation since he was “knee-high to a grasshopper”. So when he won a competition naming the RNZAF’s new T-6C Texan II formation team with a private tour for two of Base Ohakea as the prize, it was a dream come true.

Greg and his 20-year-old son Cameron’s day started at Hawke’s Bay airport where they were picked up by a King Air aircraft and flown to Ohakea.

When the pair arrived, they were met by Commanding Officer Flying Training Wing, Wing Commander Chris Andrew and Flight Lieutenant Dan Pezaro from No. 14 Squadron who took them for a close up look of one of the squadron’s 11 Texans. The plane will form part of the Black Falcons' formation team – the name chosen by Greg.

The name was inspired by the look of the Texan, the competition winner said. “You know, a fast, sleek-looking aircraft – like a black falcon.”

The father and son were given a “breath-taking” trip on one of the Base’s Texan flight simulators that students practice on before getting into the real thing. The “pilot” sits in front of a large curved screen and is able to fly the length and breadth of the country – which has been recreated on the screen down to the last river, town and hill.

Greg had a few teething problems and crash landed the plane – “Nobody told me where the brakes were!” he explained. However, much to his son’s delight, Cameron brought the plane down for a smooth landing.

Greg described the experience as “stunning”. “Next best thing to going up in the aircraft I guess. It was fantastic.”

They were taken to Avionics for a behind-the-scenes look at technical aspects of the Air Force. The pair was shown innovations such as use of a 3-D printer to design aircraft components and technicians using their skills to create creative and durable solutions to problems thrown their way.

“It’s like cutting edge number eight wire technology,” Greg said.

No. 3 Sqn’s hangar that houses the NH90 and A109 helicopters gave the two a close up look at the aircraft.

And they went back in time to some of the older planes on display in a hangar looked after by Brendan Deere – including the beautiful Spitfire and most recent addition, an Iroquois.

A budding sparky, Cameron was inspired by the different roles within the Air Force, such as in the electrical and mechanical trades.

Overall the experience was “10/10”, Greg said. “A huge thank you for having us, it was a privilege and honour being here.”
SEEK AND DESTROY

N o. 3 Squadron RNZAF has been at the forefront of New Zealand Air Force history. A pre-war Territorial squadron formed in 1930, it was not until 1938 that it received its first aircraft.

In November 1942, 3 Squadron was the first RNZAF unit to directly engage the Japanese, when a detachment of Hudsons moved to Guadalcanal in the Solomon Islands to assist the US Marines in defending the island.

For the remainder of the South West Pacific campaign, 3 Squadron, with Hudsons and Venturas, carried the war to the beleaguered Japanese land forces trapped on Bougainville, New Ireland and New Britain.

The Squadron was disbanded in June 1945, but reformed in 1949 as a Territorial Air Force squadron, flying Tiger Moths, Harvards and Mustangs.

In 1957, the Territorial Air Force was disbanded, but, again, in 1965, 3 Squadron reformed at Hobsonville, this time with Sioux, Wasp and Iroquois helicopters. 3 Squadron became the first defence force helicopter squadron to include Navy and Army personnel fully embedded in the unit.

The Squadron has operated its helicopters in South East Asia, Australia, the South West Pacific, and Antarctica, with operational tours in East Timor, and with the peacekeeping force in the Sinai. Individual squadron members have also flown in Vietnam.

The Squadron has assisted with civil emergencies, both in New Zealand and overseas. The ability to rapidly deploy helicopters for cyclone relief throughout the Pacific Islands often made them the first to deploy after such disasters.

Support to Navy and Army exercises, as well as to other Government departments, made the Iroquois, in particular, a familiar sight (and sound) for many New Zealanders. Today at Ohakea, the Squadron has re-equipped with Agusta and NH90 helicopters, although the modus operandi remains unchanged, providing the New Zealand Defence Force with many options.

This book is primarily about the men, women and machines who have served with the Squadron since its inception.

FIGHTERS & BOMBERS

Fighters & Bombers is an amazing celebration of some of the rarest WWII planes. The stunning hardback includes aircraft photographed air-to-air in Australia, Canada, New Zealand and the USA.

Some of the aircraft found in Fighters & Bombers are the only ones of their type flying in the world, such as the Lockheed Hudson, the only military-configured Mk 1 Avo Anson, and one of only two airworthy De Havilland Mosquitos. Two of the earliest jet fighters – the Me262 and the Gloster Meteor – are also included.

Fighters & Bombers also contains texts from more than 20 of the best WWII display pilots in the world, describing what it is like to fly these classic fighters and bombers.

About the Author

Gavin Conroy moved seriously into aviation photography in 2005 and since then has spent hundreds of hours planning and flying. To date, Conroy has flown more than 450 air-to-air photo flights in several countries.

Thanks to Publishers, Potton & Burton, we’re giving away a copy of Fighters and Bombers.

Air Force News Giveaway

Email airforcenews@nzdf.mil.nz before 1 March to go into the draw. Include your name and postal address and put “Air Force News Giveaway” in the subject line.
“Junk’s Stop” Celebrates Dedicated Serviceman

By Flight Lieutenant Steve Burton, No. 5 Sqn Adjutant

George John ‘Junk’ Clarke dedicated nearly 50 years to the NZDF. Now a special site has been created in his memory where people can stop, rest and read his remarkable story.

At a normally busy construction zone on the corner of Buckley Ave and Sunderland Ave at Hobsonville Point, a small group gathered for the unveiling of a not-so-ordinary bus stop - “Junk’s Stop”.

The small shelter was unveiled right beside where, until recently, stood the Hobsonville Camp Pack-up.

George John ‘Junk’ Clarke was a stalwart of the Auckland Camp Pack-up store having served 22 years there as a civilian. Prior to this he spent 23 years in uniform as a Safety and Surface Technician, much of this on Hobsonville Base. Sadly, after 45 years of service, Junk passed away on the very day he retired in 2011.

Junk’s daughters approached the Auckland Council and the Hobsonville Land Company (HLC) in the hope of finding an appropriate way to commemorate their dad’s service on Hobsonville Base. The response they received was above and beyond everyone’s expectations. HLC commissioned oral historian Sue Gee to meet with Junk’s family to capture his story - A Dedicated Serviceman.

In her research, she found Wayne Moriarty, a friend and colleague who said, “He was awesome to work with, so knowledgeable. Just brilliant. People from all ranks, from all around the country would come into the hangar. We’d say, ‘Who are you here for?’ It was always Junk. There was something about him – call it human.”

Sue and Kathleen Waldock from HLC worked on this project for months and the finished result is an outstanding tribute to Junk. The inside walls of the bus stop are lined with one story panel detailing Junk’s life in the service and other panels give snapshots of the history of the Hobsonville Air Base. The additional stories were sourced by local resident and former Air Force personnel Angela Thomson.

As Hobsonville Air Base transforms into a planned residential suburb, “Junk’s Stop” will act as a place where people can rest and reminisce. The vivid stories of people and places detail a way of life on Hobby Base that holds fond memories but is now history.

More stories are being gathered by HLC to form part of the Onekiritea Hobsonville Point History Project, lodged at the West Auckland Research Centre in Henderson Library. ✉️

If you have something to contribute, contact Kathleen Waldock via HLC website.
Six National Titles and “living the dream I never knew I had”.

By Ross Adlam

The RNZAF hires some pretty talented people who have many diverse interests outside of work. In his spare time away from his work at Base Ohakea, Ross Adlam works hard at his sport and now has some serious awards to show for it.

Dancing with the stars, yeah right! As a young man I never danced, not even at parties. Therefore it was no surprise that 10 years ago when asked to go to a Ceroc (Modern Jive) class for my wedding by my fiancé, I didn’t enjoy it and didn’t want to go back again. I was persuaded to keep going but never thought I would ever be any good. What a surprise lay ahead for me! I got the bug, teamed up with dance partner Anne-Maria and competed in Ceroc for 3 ½ years in New Zealand and Australia, winning a number of trophies.

In 2011, I suggested we try Ballroom to add to our genres at the Masters Games. We were taught four dances in 16 hours. At the games we were technically awful but thoroughly enjoyed the style of dance. Later that year at our first National Championships, I had the worst experience of my life. We had made a final in Latin but with all the glitz, lights, huge audience and Candy Lane as compere, I froze, I could not even remember one step. I hoped the floor would open up and swallow me. Thankfully I was able to put that behind me as I was determined to master this difficult art form.

For the next four years we had lessons and practised up to four times a week, competing in many competitions - a lot of blood, sweat, tears and mileage.

On Labour weekend last year the hard work paid off. At the 65th New Zealand Open Dancesport Championships, we entered 10 events covering; two age groups, two grades, the three genres (Ballroom, Latin and New Vogue) and 16 different styles (waltz, rumba etc). Unlike that first National Championship, this time I felt confident and relaxed and we owned our space on the floor. It showed in our performance as we made nine finals.

Waiting for presentations to find out who had won was nerve wracking, so when you hear your names called out as the 2015 Champions in your grade, it is an incredible feeling. But when you hear them called out four more times making a total of FIVE National Champion titles from those nine finals it becomes almost surreal. It is a feat not often achieved in one Nationals and not easily repeated.

That confidence came to the fore again seven weeks later when we competed in the 70th Australian Dancesport Championships winning an Australian National Title in our Latin. What an incredible year, six National Titles, a feat I would have never thought was possible for me five years ago.

Ballroom is very time and resource consuming and I could not do this without my talented dance partner of 8 ½ years, all of our amazing teachers and the total support of our spouses, families, friends and work colleagues. Thank you all.

Latin dancing at Nationals 2015 - photo courtesy of Tony McMurdo
Rallying for Troops for Levin Home’s Trumpeter appeal

Levin Home for War Veterans is rallying support for a project to recognise and honour the home’s war veterans.

The home, which opened in the 50s specifically for returned servicemen, runs an annual ‘Trumpeter appeal’ to raise funds for resident-driven projects.

Last year the appeal raised money for the home’s Veterans Arms, an RSA-style Club which is run by a committee of residents and staff.

This year donations are being taken to support residents to fully participate in the Anzac commemorations of 2016 and beyond, and to complete the home’s Field of Remembrance.

“Our Field of Remembrance is quite unique, as it will recognise the more than 800 World War I and II veterans that made Levin Home for War Veterans their home,” explained regional manager Kevin Petersen.

“The legacies of those men and women are the cornerstone of this home, and the Anzac spirit remains a very important aspect,” he said.

Last year more than 300 community dignitaries, defence forces’ personnel and members of the public joined the residents and staff of Levin Home for War Veterans on Anzac Day.

“Mobility and health issues don’t stop our veterans from taking part in Anzac Day commemorations. We support each individual to be involved in a way that’s right for them,” home administrator Vicky Prouting said.

Levin Home for War Veterans is operated by Enliven, part of the not-for-profit organisation Presbyterian Support Central. The well-respected home is one of just three aged care facilities in New Zealand to hold full Eden Alternative certification – a unique elder-directed model of care committed to alleviating loneliness, helplessness and boredom amongst elders.

For more information about Levin Home for War Veterans visit www.enlivencentral.org.nz; or to make a donation call 0508 TO HELP.
Under the threat of inclement weather the Lake Taupo Cycle challenge kicked off late last year with the return of the NZDF Criterium. A Criterium is a road race between the three services around a short street circuit where riders compete for points during intermediate and final lap sprints. Needless to say, a fair degree of tactics are employed in this fast, close quarter race format where elbows clash and occasionally riders fall.

Each service fielded a team of nine riders, with distinctive service strip allowing the large crowd to choose their favourite. The defending champs - Army - were looking dangerous as usual with strategy meetings and secretive warm-up rides away from prying eyes. Air Force and Navy riders preferred to warm up on the course to get used to the hairpin turns.

The race started with a neutral half lap while the faster riders made their way to the front. It didn’t take long for the pace to lift, with the smell of hot brakes in the corners and a minor crash early in the second hairpin. Gentlemanly agreement meant the race neutralised while everyone regrouped and racing continued. However after a few fast laps there was another crash, unfortunately initiated by an amateur mistake on the author’s part! After skidding down the main street of Taupo, loosing a bit of skin, a good deal of pride, and unfortunately causing other riders to fall, my race was over. However after this, nerves settled and the pace was turned up. Just before the first preme (sprint lap) the bunch split, with F/S Todd Hewlett, LAC Sam Manson and FGOFF Dave Vernon in the lead bunch along with a similar number of Navy and Army riders, while SGT Gee Anderson and F/S Bob Willis and F/S Horse Sutherland slugged it out in the chase bunch. MAJ Brett Grieve, the Army’s gun rider tried to drag the lagging Army riders up but they were unable to keep up his pace while Air Force and Navy riders organised to shut down any bridging attempts. In the closing lap MAJ Grieve made it back to the front and launched an attack for the final sprint. LAC Manson tried to chase, with an Army rider trying to draft a free rider to the line. However Todd (our star sprinter) used this opportunity to launch the counter attack, quickly closing the gap and passing to secure second place in the final sprint with Sam third and Dave close behind.

It was a tight race, which looked spectacular from the side lines. The racing was so close the result was not clear until the finally tally. In the end RNZAF finally wrested the trophy from NZ Army, claiming the title of NZDF Inter-Services Criterium Champions for 2015.

Air Force Team

Flying Officer Dave Vernon, Flight Sergeants Bob Willis, Todd Hewlett, Horse Sutherland, Nathaniel Goza, Sergeant Gee Anderson, Leading Aircraftsman Sam Manson, Aircraftsman Nick Bunting, and Squadron Leader Matt Tristram (DNF).
RNZAF Cricket Teams Battle at the IDCC

By CPL Mike Jeffcoat and Merv Parr

The International Defence Cricket Challenge 2015 (IDCC) was hosted by Australian Defence Force Cricket in Canberra late last year. Men’s and women’s teams from Australia, Fiji, Malaysia, New Zealand, Pakistan and the UK, came together with the aim of Defence unity through cricket.

In the RNZAF Men’s first game in the tournament, the team did well to make 153 against the Royal Malaysian Air Force (RMAF) in 50 overs – SGT Chris Turkington 33, CPL Marlo Bowyer 33 and SGT Mason Robinson 30. Tight bowling led by FGOFF Richard Raven (3/27) restricted the Malaysians to 147 for an exciting 6 run victory.

Next up was a match against the Royal Australian Air Force and retention of the Madsen Cup, which was played in memory of FLTLT Hayden Madsen. RAAF was cruising at (1/67) until LAC Stu Nairn (6/19) destroyed them to be all out for 113. In reply SGT Turkington (60*) and SGT Kim Bevins (38*) ensured a crushing 9 wicket win and retention of the cup.

However, Pakistan Navy with five first class cricketers and all but two full time cricketers brought us back to earth with an 8 wicket defeat.

Next was a double T20 round against the Australian Army, a 6 wicket loss, followed by a 72 run win against the NZ Army. This game featured a 131 partnership between CPL Sam Fulton, 66 off 46 balls and AC Mike Parfitt 79 runs off 48 balls including 9 sixes.

After a day’s rest, another double T20 with a 4 wicket win against the Republic of Fiji Armed Forces, followed by a 9 wicket loss to the Royal Navy, confirmed T20 is not really our game.

Back to 50 overs, the Royal Australian Navy made (208/9), SGT Turkington (3/39), which set us a challenging total.

SGT Bevins with a captain’s knock of (43*) and FGOFF Raven (45*) completed an exciting 4 wicket win in the 49th over.

Needing a bonus point win to avoid Pakistan in the semi-finals, the team batted well against ANZAC Barbarians to score (276/8), SGT Turkinbon (50), SGT Bevins (74), Bowyer (34) and SGNLDR Mark Chadwick rolled back the years to score (39*). AC Parfitt (4/26) led the team to a 117 run win, so securing the bonus point and a semi against the RMAF.

However that game was plagued with bad luck, resulting in the team’s worst performance including 3 run outs and 4 members giving boundary catching practice, so 101 all out. The RMAF made that total with the loss of 2 wickets.

This left the RNZAF men the top IDCC amateur team (3rd) against forces much bigger than ours.

For the RNZAF Women’s team the tournament started off as a bit of a shock up against the Australian Navy women’s team. The team fought hard but unfortunately went down in a tough loss. CPL Alice Gribben starred with the bat, with an unbeaten 26. Similar results followed against the British and Australian Armies. Some clinical bowling from the opposition made scoring runs tough, and aggressive, accurate batting made wickets scarce.

Next up were rivals, the Australian Air Force. Unfortunately, we had an off day with the ball and were set a massive 140 to win. In a turn of form with the bat we fell only 18 runs short.
The annual Whakatane Touch Tournament was held last month. The RNZAF Men's and Women's teams were lucky enough to secure places in the tournament for the third consecutive year. Both teams use this tournament (the biggest in NZ) as a building block towards their services campaigns.

With the sun blazing and several litres of sunblock applied, both teams were ready for a long day. A minimum of four games meant there was going to be some tired bodies at the end of it. There were some mixed results against some quality opposition, which has allowed both teams to highlight some “work-ons” before services start this month.

The results were that the women lost all four games but with some close scorelines. Men lost three and won two.

SGT Carmen Smith scoring a rapid 32 off 23 balls. Whilst this was a loss, it was a huge accomplishment to come close and confidence was restored to the batting line up. The 5th game was against the wounded RAF. This was the game to win. The RAF was the only other team yet to have a victory. It was either beat them, or be last. The decision was made to bowl first as chasing was a clear strength. The RAF set a target of 83 and the RNZAF chased it down easily in the 14th over for a glorious 7 wicket win! CPL Gribben and CPL Hayley Ireland starred with the bat, scoring 20 and 21 respectively.

The second round went similarly to the first, with tough loses against both of the Army teams. The ladies gave it all they had against the British Army and only fell 18 runs short. The penultimate day of the second round came and it was a double header against first the RAF and then the RAAF.

The ladies needed to win both matches and secure a couple of bonus points to secure their place in the semi finals. It was the day where everything needed to come together and it did! They put together two sublime performances for two massive 9 wicket wins. CPL Rowena Campbell proving to be too good with the ball against the RAF, with (3/9) off her 4 overs. Against the RAAF, SQNLDR Rachel James batted from start to the finish with an unbeaten 26. This secured the necessary bonus points to go through to the semi finals. In the semi finals the team faced the British Army, which had just struck an unstoppable run of form. And unstoppable it was, with the RNZAF going down to the British and finishing 3rd equal and top Air Force team.

The team fared incredibly well during the two weeks having three victories and some very close losses against some very high calibre opposition. The ladies brought a team which consisted of both youth and experience. This saw marked improvements from game to game as results were achieved and goals were met.

On the rest day both teams visited the Australian War Memorial, which included The Last Post Ceremony where the respective captains CPL Gribben and SGT Bevins laid a wreath. SQNLDR Robinson played the Last Post and both teams lined the Pool of Reflection.

Special thanks to: RNZAF (time off and transport), NZ Post, our major commercial sponsor, Tradetools, Hutchwilco Mil Pro, Ordnance Developments Ltd & Smashing Promotions, our other sponsors, NZ White Ferns Cricket Team for their training of us and support, and last but not least the ADF for hosting IDCC15 and achieving Defence unity through cricket.

A big thanks to the organising committee, all the command chains that managed to release us and lastly, all the players who turned out for the weekend and put in the effort on the field.
**Notices**

**75 SQN Reunion**

**75 SQUADRON ASSOCIATION OF NEW ZEALAND**

**BIENNIAL REUNION**

30 SEP–2 OCT 2016

TAURANGA

Celebrating 100 years since 75(HD) SQN RFC was formed in 1916.

For information and registration contact the Secretary, Glen Turner.

Email: 75sqn.assnz@windowslive.com

Mob: 021732835

**AUMANGEA**

The next Aumangea resilience building programme starts on February 20.

Duration: 35 days

Physical requirements: Personnel are required to be operationally fit (RFL or service equivalent, CFT, medically, dentally fit and injury free)

All enquiries contact: Aumangeaprogramme@nzdf.mil.nz

**Confirmed dates for all courses are:**

- 20/02/16–25/03/16
- 30/04/16–03/06/16
- 25/06/16–29/07/16
- 05/09/2016–16/09/2016

**ATTENTION CANTERBURY-BASED EX-RNZAF PERSONNEL**

If you’re a former RNZAF serviceman or woman and live in the Canterbury region, the Air Force Museum at Wigram would like to hear from you.

We are compiling a contact list of local ex-Air Force personnel who are keen to stay connected with Christchurch-based Air Force news and activities. There are a number of mutual opportunities that might arise from this network, including consultation and collaboration for future Museum exhibitions, advance warnings of Air Force-related activities, and occasional social events, hosted at or facilitated by the Museum.

If you would like to be involved, please send your contact details, including full name, rank, trade/branch and years served to:

Attn: Executive Officer

Air Force Museum of New Zealand

Private Bag 4739

CHRISTCHURCH 8140

Or email: robin.chambers@nzdf.mil.nz

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Early in December I was lucky enough to be a passenger on an NH90 as it operated out of Woodbourne doing mountain flying for the NH90 Pilots’ Operational Conversion Course. Also categorisation checks for two Australian Army exchange Helicopter Loadmasters were carried out.

I took this photo as we transited up the Branch River. The loadmaster helmets provided the opportunity to get this shot. I wanted something “out of the norm” and was very happy with the detail that reflected in his visor.

Photographer

Warwick Tempero
Celebrating 75 YEARS OF WOMEN SERVING IN THE RNZAF

Celebrating the past and embracing the opportunities of the future

REGISTRATIONS OF INTEREST: RNZAFWOMEN75@nzdf.mil.nz

SAT 05 MAR – Activities on Base during the day and a chance to catch up with old friends and make some new ones. Formal Dinner Function in the evening.

SUN 06 MAR – Commemorative Service

RNZAF BASE OHAKEA 5–6 MARCH 2016