ORIONS’ GOLDEN ANNIVERSARY
AFTERMATH OF TROPICAL CYCLONE WINSTON
75 YEARS OF RNZAF WOMEN
2 Air Force News

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
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• photos provided separate from the text – at least 300dpi.

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What has the New Year brought for you and your work team? Changes are changes include posting, change of location, or new people. Is the new person ‘like us’? Are you wondering how they will ‘fit in’? Or how you will – particularly in a joint or ‘out-of-trade’ role? How diverse is your new team?

At the close of 2015 I looked back on 18 months of working in very diverse teams. A year at USAF Air War College with 250 students from 45 nations; five US Services; Government agencies; Civilian, Regular, National Guard and Reserve; countless trades. Some differences were obvious, others not; the full range of US liberal to conservative thinking, for example, and the impact of time ‘down range’ (forward deployed) on individuals. I’m now part of a joint and multi-agency team at the High Commission in Canberra, figuring out what makes diplomacy and Aussies tick (besides beating each other at sport). So, what does all this talk about ‘diversity and inclusion’ really mean? A numbers game, or something else?

In 2015, diversity for me meant being challenged to think differently – about defence and security, national strategy, New Zealand’s place in the world, and what it means ‘to be American’ (or Kiwi, or Australian). It highlighted for me the assumptions and judgements we make about each other, both consciously and subconsciously. We often have long memories, both as individuals and as nations.

As you race into a new work year in 2016, what pre-conceived ideas do you hold about your new CO, Manager, or Supervisor? Or that new person posted in from training? How about the new civilian with ‘no defence experience’? What do you assume they know - or don’t know; or think; or can/can’t do? Your ideas may either help or hinder building a strong team.

Diversity creates strength when we don’t all think alike, but value those differences. Yes, building an inclusive diverse team takes work. Every day. When everyone’s ideas, perspectives and skills are considered openly then we make better decisions. Our people are happier. We manage conflict more constructively; appreciate different working and leadership styles; and are more open to innovation and change. In short, we’re a more effective and capable Air Force and NZDF.

So, back to the question ‘what does diversity and inclusion really mean’? A theme from a recent ADF Women in Defence conference sticks in my mind: “If you don’t consciously include, then you unconsciously exclude.” (Elizabeth Broderick).

It’s human nature to connect with those most like ourselves. So this year, here’s a challenge: try meeting each person as if for the first time, with an open mind. In every meeting, What do they bring that’s different to you? What will you do to fully include them? Suspend your assumptions. Ask. They might surprise you. You might surprise yourself.
JOINT PATROL CRACKS DOWN ON PAUA POACHERS

By Luz Baguioro, Public Affairs Manager – Joint Forces New Zealand

A three-day patrol conducted by a combined team from the NZDF and the Ministry for Primary Industries (MPI) has recently served a stern warning to paua poachers.

Fishery Officers from the MPI, supported by a crew from the RNZAF’s No.3 Sqn, carried out 17 inspections while patrolling about 680km of coastline in Wellington’s south coast and the West Coast. A total of 16 commercial fishing vessels were also monitored in both areas during the patrol.

“Paua poaching is a tough nut to crack. But because of the great teamwork between the NZDF and the MPI, we have delivered an unmistakable warning to serious offenders,” said former Air Component Commander Air Commodore (AIRCDRE) Tony Davies.

“The strong visible presence we have maintained through an A109 helicopter’s regular patrols has served as a deterrent and has kept many of these offenders on the move. Many of the beaches or reefs are also out of the way so air support is crucial to get to these places,” AIRCDRE Davies said.

MPI Compliance Operations Manager Gary Orr acknowledged that “we still have a way to go but our joint patrols with the Defence Force have succeeded in making a dent on Wellington’s image as the paua poaching capital of New Zealand”.

“The RNZAF A109 helicopter is a very useful asset to cover a large area of coastline and enables us to access remote areas. As it is a small aircraft, it is also able to land easily on rugged terrain.”

All marine reserves in the West Coast were checked and cleared and no breaches were identified.

Mr Orr said the results of the Wellington patrol will potentially lead to one prosecution and one infringement notice for possession of undersized fish.
An NH90 crew member was on her first rescue mission when she was called upon to help two tourists stranded on a rock in strong winds, perched above high swells and in dying light.

Corporal Aeron Mellish was winched more than 70m to a crumbling cliff face in an attempt to save a 28-year-old Croatian man and his 30-year-old Australian friend.

The pair had been clinging for seven hours to a rock 10m above 5m-high waves at Wharariki Beach in Golden Bay, last month.

The Australian woman told media if they made one wrong move, they would have fallen into the sea that was crashing against the rocks and would certainly have died.

The initial plan was be winched to the foliage line above the tourists, which she could use to climb down.

“Unfortunately the cliff was quite loose and the foliage came out in my hands as I tried to hold onto it. From there it was up to the winch operator to direct the aircraft and winch me to as close to them as possible before I could find pieces of rock that I was able to grab hold of and slowly move myself over to them.”

The tourists were tired, cold and wet by the time CPL Mellish reached them.

“They were braced against the rock with their feet dug into the ground to stop them slipping down into the water.

“They listened really well to my instructions doing exactly what I communicated to them. They were both taken by ambulance to the hospital after we had dropped them off to be treated for hypothermia.”

The woman was small, so she was winched first as she was more likely to be suffering from the elements, CPL Mellish said.

The 5ft 6’ corporal then returned for the 6ft 4’ Croatian man and was able to get him safely up to the aircraft.

“I was really happy with how it all played out. I felt very proud to have completed my first rescue successfully,” she said.

Former Air Component Commander Air Commodore (AIRCDRE) Tony Davies said the search and rescue operation was the latest demonstration of how the RNZAF’s capabilities could help the community in what were often lifesaving situations.

NH90 RESCUES STRANDED PAIR

ABOVE: Test flares are fired from an RNZAF NH90 over the coast near Ohakea Air Force Base.

An NH90 helicopter has successfully conducted flare testing at Raumai Range in the Manawatu.

This was the first time the counter measure dispensing system (flares) had been used by the NH90 and the RNZAF is pleased with the results from the trial.

The purpose of flares is to attract any missile threat away from the NH90 by acting as a decoy. The NH90 has a sophisticated aircraft self-protection system and this trial involved the testing of one element of this system—the ability for the NH90 to dispense flares. The next step will be testing the flares in a simulated threat scenario.

The successful trial is another stepping stone in bringing the NH90 to full operational capability. The NH90 already carries out many operational roles for the Defence Force including: search and rescue, medical evacuations, counter-terrorism, surveillance and reconnaissance, and supports other government agency activities such as the New Zealand Police.

NH90 FLARE TRIAL A SUCCESS

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Former Air Component Commander Air Commodore (AIRCDRE) Tony Davies said the search and rescue operation was the latest demonstration of how the RNZAF’s capabilities could help the community in what were often lifesaving situations.
The next 18 months will see the introduction into service of two new weapons for New Zealand Defence Force personnel – a new rifle and a new pistol.

**RIFLE**

The introduction of a new rifle is a major step in ensuring our enhanced combat capability by 2020. Our professional soldiers are at the core of our land-based military capability and having the right personal weapon is a fundamental requirement for this role.

When New Zealand Defence Force personnel receive their new individual weapon, the MARS-L, they’ll be getting a modern, modular weapon that came out on top after a rigorous period of testing. The MARS-L, or Modular Assault Rifle System – Light, manufactured by Lewis Machine and Tools will be introduced into service later this year and rolled out across all three services by the middle of next year.

The Government announced late last year the $59 million purchase of the new weapons system and associated equipment. At the heart of the system is the new rifle but the whole package also includes advanced day optics, a detachable grenade launcher that can be used independently of the rifle if required, and other ancillaries such as combat torches and sound suppressors.

With the Steyr rifles, which have been in service since 1987, reaching their end of life of type the decision was made to find a replacement individual weapon.

It wasn’t possible to upgrade the existing Steyr rifles to meet all of NZDF’s requirements, including the ability to easily use the full range of night vision ancillaries required to detect, recognise, identify and engage targets in a modern 24-hour battlefield. The Steyr’s built-in 1.5 power optic was also a limitation.

Major John Lawrey, the Programme Manager for the In-Service Weapons Replacement and Upgrade Programme, explains that the aim was to procure a 5.56mm assault rifle with an open architecture configuration that was able to effectively engage targets out to hundreds of metres.

“This is a reliable, modern weapon system well suited to the contemporary operating environment as it can be tailored to meet the requirements of the individual and mission.”

The standard NATO 5.56mm calibre maintains inter-operability with ABCA/NATO military allies.

The Ministry of Defence ran the tender process and eight of the world’s leading arms manufacturers were selected to submit rifles. From there, NZDF carried out the evaluation trial before a final recommendation was put forward to the Government.

The testing involved personnel from all three Services, and in a range of conditions, with the MARS-L consistently in the top three rifles for each evaluation criteria and the overall weapon of choice in the final analysis.

“There are many factors which made this rifle and weapon system a standout for us,” MAJ Lawrey said. “Its open...
The Glock 17 Gen 4 pistols, recently introduced into the British Army, are known for their reliability. They’re easy to operate, and easy to maintain as they have fewer parts than the Sig Sauer.

The NZDF will be joining Police and other militaries around the world that have chosen to use the proven and reliable Glock 17 pistol as their personal protection weapon.

In May the NZDF will begin to introduce the Glock 17 Generation 4 pistol into service, replacing the Sig Sauer P226 pistol, which was introduced into service in 1992 and has reached the end of the planned life of type.

The Glock 17 Gen 4 pistols, recently introduced into the British Army, are known for their reliability. They’re easy to operate, and easy to maintain as they have fewer parts than the Sig Sauer.

A variety of holsters and carriage options have been purchased including MOLLE and thigh rigs that allow the pistol to be carried when wearing armour. The previous holster was mostly suited for carrying the pistols on parade; the new holsters are more tactically designed and have been selected based on service requirements.

“The holsters are designed to securely retain the pistol,” explains Major John Lawrey. “There’s a simple locking mechanism which also allows the pistol to be drawn quickly when required.”

As part of the package, the NZDF will get blue weapons for training simulation. There will be ‘train the trainer’ in May before the pistols are delivered to Navy, Army and Air Force personnel in the second half of this year.

As the Glock 17 Gen 4 pistol is introduced into service, personnel will notice some changes in the training for this weapon as the NZDF modernises its approach to pistol training.
Tropical Cyclone Winston slammed into Fiji on February 20 and left a trail of destruction, particularly in the country’s northern outlying islands. Tragically dozens of people lost their lives, villages were destroyed, homes and crops damaged, power lines cut and more than 8100 people needed shelter in over 70 evacuation centres. In the immediate aftermath of the cyclone the NZDF and partner agencies were quick to provide support and aid.

**Immediate**

**Tropical Winston**

**76 Hours**

**No. 40 Sqn conducted 76 hours of flying time over nine missions in the aftermath of TC Winston**

**Aircraft**

P-3K2 Orion, C-130 Hercules, Boeing 757, B200 King Air, 2 x HH90s and a Seasprite helicopter

**45 Vehicles Involved in the Mission**

**21 February**

Image of the destruction left in the wake of TC Winston taken from a P-3K2 that flew over the island nation a day after the storm.

**22 February**

Aerial surveillance is conducted by a No. 5 Sqn P-3K2 Orion surveillance aircraft and identifies major property damage in the islands of Taveuni, Koro, and Lau, found north of the capital Suva, and the northern coast of Viti Levu, Fiji’s main island.

**24 February**

A C-130 Hercules arrives in Fiji to deliver 12 tonnes of relief supplies including food, water and tarpaulins for ravaged communities.

**26 February**

Combat engineers working alongside Fijian military get stuck in helping to clean up villages devastated by TC Winston.

A Boeing 757 carries a team of 38 specialist engineers from 25 Engineer Support Squadron to help in the process of rebuilding. They will work alongside their Republic of Fiji Military Force counterparts restoring government infrastructure such as health facilities, drinking water and schools. Also on board are a team of New Zealand Fire Service Urban Search and Rescue (USAR) specialists.

Aid supplies are unloaded by Fijian soldiers from a C-130 Hercules in Suva.

NZ Fire Service USAR personnel deploy for Fiji.

Damage to the village of Driti, north of Suva caused by TC Winston.
By Rebecca Quilliam

**OFFSHORE PATROL VESSEL HMNZS WELLINGTON** arrives in Suva with about 60 tonnes of aid supplies and 71 military personnel. Commanding Officer of HMNZS WELLINGTON Lieutenant Commander (LTCDR) Matt Kaio said after delivering essential aid, they will be identifying suitable sites to enable HMNZS CANTERBURY to efficiently deliver humanitarian assistance and aid to the northern outlying islands.

**NH90 helicopter lands on HMNZS Canterbury.**

HMNZS CANTERBURY leaves Auckland for Fiji after spending the last three days loading the ship with 106 tonnes of essential supplies such as building materials, water storage tanks, and medical supplies. It also carries two NH90s and a Seasprite as well as medical and engineering personnel.

**NH90s start delivering aid packages to remote locations cut off by TC Winston.**

**ANTERBURY arrives in Suva and refuels before heading towards the northern Lau group of islands to deliver supplies.**

**NEARLY 500 PERSONNEL ACROSS AIR, NAVY AND ARMY ARE DEPLOYED, REFLECTING THE JOINT NATURE OF THE OPERATION**

**160 TONNES OF AID AND BUILDING SUPPLIES**

**SHIPS HMNZS CANTERBURY AND HMNZS WELLINGTON**

**AftErmath Cyclone STON**

**Aftermath**

**4 MARCH**

Helicopter Loadmaster, SGT Lyle Wooller looks over the landing zone from a RNZAF NH90 helicopter as it comes in to land to deliver personnel and aid.

**28 FEBRUARY**

Housewife Usenia Nemai and daughters Rusila, Marie and Grace stand at what used to be the lounge of their two-bedroom home in Driti village along the northern coast of Viti Levu.

**27 FEBRUARY**

Army and Navy personnel work together as the ship comes alongside at port.

**28 FEBRUARY**

RNZAF Air Load Team members unload and dismantle pallets at Nausori Airport.

**Action on the ground. Air Force crews from New Zealand, France and Australia unload aid supplies alongside Fijian soldiers and brief each other at Fiji’s Nausori airfield.**

**Ffshore patrol vessel HMNZS WELLINGTON arrives in Suva with about 60 tonnes of aid supplies and 71 military personnel. Commanding Officer of HMNZS WELLINGTON Lieutenant Commander (LTCDR) Matt Kaio said after delivering essential aid, they will be identifying suitable sites to enable HMNZS CANTERBURY to efficiently deliver humanitarian assistance and aid to the northern outlying islands.**
Nh90
Deployed via HMNZS Canterbury, the NH90 Medium Utility Helicopter is on its first operational mission abroad for the Rotary Transport Force (RTF), transporting aid and supplies to the Lau Island group.

Sh-2G(NZ)
Also embarked on Canterbury as part of the Naval Helicopter Force (NHF), the Seasprite is being used for reconnaissance and transport.

B200PL
A B200PL of No.42 Squadron has been supporting the operation by providing transport for government officials, as well as conducting overflight of outlying islands.

P-3K2
First on the scene, the Orion surveillance aircraft from the Airborne Surveillance and Response Force (ASRF) was able to quickly provide the Government of Fiji with extensive imagery showing the extent of the damage to the many islands making up the nation.

C-130H(NZ)
Following close behind, the workhorse from the Fixed Wing Transport Force (FWTF) has been trucking in aid, supplies and personnel in support of the recovery process.

B757-200
Also part of the FWTF, the B757 has brought in USAR teams, medical aid and personnel as well as NZ Army Engineers.

Aid supplies are unloaded from a C-130 Hercules in Suva.
Orion Restores Comms, Provides Aid to Cut-Off Community

An RNZAF aircraft has restored communication and basic aid to a Fijian community, which had been stranded on an atoll following last month’s destructive Tropical Cyclone Winston.

In dying light and in a tight 30 minute timeframe, crew on the P-3K2 Orion, including two Fijian Navy and one New Zealand Army personnel, dropped an aid package holding relief supplies and an emergency radio to the group.

The radio operated on the international distress frequency of 121.5 MHz that the Orion crew could use to establish communications between the aircraft and whoever retrieved the MADD (Minimum Aid Delivery Device) it was carried in.

The sortie was given priority as the community, which had been isolated for four days, had no external communications.

The Fijian personnel on board the Orion had attached a note with instructions onto the MADD before dropping it from the plane to the people below, which hit bang on the target.

It turned out they had no power, no communications, no food and only had rain water to drink. The school and many buildings were smashed but the hospital was okay and there was only one injury.

Fijian personnel were stoked and of course the crew were buzzing as the people on the ground seemed really relieved to finally be able to get a message out after days of nothing.
T-6C Texan II Wings Course Gets Off the Ground

A lot has been said about the T-6C Texan aircraft that has taken the place of the familiar yellow CT-4E Trainer and the aircraft are now a familiar sight in the sky around RNZAF Base Ohakea.

Commanding Officer Flying Training Wing, Wing Commander Chris Andrew, says the T-6 is doing the job it was meant to do.

“It’s performing as expected. That’s just one benefit of buying a tried and tested platform such as the T-6.”

This year the group of 11 trainee pilots on the 16/1 Wings Course will be the first to get to grips with the T-6’s controls and understand first hand why the NZDF made the change.

“As this is the first wings course there is a lot of learning to do.”

WGCDR Andrew says it is a time to blend a little experimentation with a large amount of robust and safe practices within the course.

“It’s all about integrating the old, with the new evolution of No. 14 Sqn to maximise the benefits of the project.”

As well as trainee pilots learning the capability of the T-6 there are also trainee instructors. Flight Lieutenant Matthew Hansen has left the C-130 behind to train as a T-6 instructor on the current Flying Instructors Course (FIC).

“It’s a pretty powerful aircraft to fly, very different from the C-130 obviously. It’s pretty cramped in there and you have to wear different kit such as anti-G suits and a harness connected to an ejection seat.

“As this is the first wings course there is a lot of learning to do.”

Flight Lieutenant Jimmy Peters completed last year’s Flying Instructor Course graduating as dux. He is one of the instructors teaching the trainee pilots on the 16/1 Wings Course.

“We are in the process of making sure the Wings Course ground school is up to scratch. It’s about getting the aircraft and students up and going and the bulk of any lessons learned will mould the future.

“These students are the trailblazers.”

“It’s a lot of aircraft compared to the Airtrainer to get to grips with straight away. It’s a quantum leap but this is being done in a crawl, walk, run fashion. Do the basics properly first and then lead into the other elements and a good grounding.”

He says the T-6 is a great aircraft to fly.

“You can fly it conservatively or extend people on it too so it will cover all the bases for training.”

“Plus in a C-130 you had all this space around you and you had a crew backing you up. Now you’re doing it all by yourself.”

He believes that teaching trainees to fly solo makes better pilots.

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TOP LEFT: Pilot trainee PLTOFF Paul Robinson.
TOP RIGHT: Pilot trainees PLTOFF James Erskine, PLTOFF Corey Fothergill.
BOTTOM LEFT: Pilot trainee PLTOFF Paul Robinson.
BOTTOM RIGHT: Pilot trainees PLTOFF Michael Crisford, PLTOFF Andrew Sledger.

These students are the trailblazers.”

Flight Lieutenant Jimmy Peters
Laughter and stories filled the Sir Richard Bolt terminal at Base Ohakea as nearly 200 past and present Air Force women arrived for the 75th reunion of women in the Air Force earlier this month. Three generations of Air Force women - from the current RNZAF, the Women’s RNZAF and the original Women’s Auxiliary Air Force - joined to celebrate trailblazers and women rising through the ranks today.

The ages of the women who came to celebrate the milestone spanned from 102 to 19. Former Air Force women listened with interest to current staff who spoke with them about their roles; and the current personnel were in turn educated on what it was like for women starting out in the organisation 75 years ago.

Mrs Tina Grafton, 92, joined as a WAAF in 1942 and had numerous roles during her service at Woodbourne, including in the mess and medical sections.

As part of the event, the guests were guided around the Air Force’s modern aircraft. “The aircraft now are great – totally different from my day,” she said.

Ninety-eight-year-old Mrs Enid Monk was being escorted by 22-year-old LAC Leigh Douglas.

Mrs Monk enlisted with the Air Force on August 21, 1941. During her service, she worked with “nuts and bolts and clothing” at various bases. The Air Force of today was “totally different” to 75 years ago, she said. LAC Douglas said she was loving hearing the stories of the trailblazers. “Totally amazing, really inspiring.”

Acting Chief of Air Force, Air Commodore Tony Davies said the celebration recognised the legacy of thousands of dedicated, courageous and clever women and their wonderful contributions to the Air Force over 75 years.

Since women were allowed to enlist in 1941, to cover a shortfall of men during the war, the organisation had come a long way, AIRCDRE Davies said.

“But we still have a very long way to go. I’d like to see multiple Group Captains in key leadership positions and I look forward to the day when we have female Air Commodores and our Chief of Air Force is a woman.”

Special guest to the reunion, General Lori Robinson, Commander, United States Pacific Air Forces, said being here was important because it showed how much the US valued their friendship and relationship with the New Zealand Air Force.

“To be here in this celebration, I will tell you I have goosebumps. To sit there and listen to someone who has done the things they have done after 75 years in their service, to pave the way for the rest of us, it doesn’t matter to me what country you’re from but the roles and responsibilities for the people early on was very difficult.”

Event organiser Wing Commander Bernie Pothan said she was thrilled with the way the event had come together.

“Everyone appears to be thoroughly enjoying themselves. It has been an honour for the planning team to enable this celebration and it’s great to see so many former and current personnel gather to reminisce.”

**Feature**

**75 YEARS OF MEMORIES AT WOMEN’S REUNION**

General Lori Robinson in a hongi with Ange Lambert following a Powhiri to welcome her. SGT Diane McNeve and LAC Nicole Martyn assist, 92 year old, Mrs Tina Grafton down the ramp of the Hercules aircraft.

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**YEARS OF MEMORIES AT WOMEN’S REUNION**

**WOMEN IN THE RNZAF**

17% Percentage of the RNZAF who are women

33% In just over a decade women’s numbers in the officer ranks have increased by 33%

10% In the same period numbers of women in non-commissioned ranks have increased by 10%

TRIPLED Since 2002 women aircrew numbers have tripled

“Watching the Boeing come in was amazing.”

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Event organiser Wing Commander Bernie Pothan said she was thrilled with the way the event had come together.

“Everyone appears to be thoroughly enjoying themselves. It has been an honour for the planning team to enable this celebration and it’s great to see so many former and current personnel gather to reminisce.”
The clear message at this year’s RNZAF Women’s Development Forum was that a diverse organisation was a strong organisation. About 200 personnel and a variety of speakers gathered at Base Ohakea on International Women’s Day to discuss how to better embrace variety within its ranks.

There is hard evidence that our organisations will perform better as a result of greater diversity,” NZ Security Intelligence Service Director Rebecca Kitteridge told the Forum.

She was joined by other strong women speakers including Solicitor General and former acting Director of the GCSB Una Jagose and Vice Admiral (VADM) Nora Tyson, Commander US Navy 3rd Fleet.

The women all spoke of the strength in a diverse workplace. The NZDF, like the NZSIS, operated in a “highly complex environment” in geopolitically uncertain times, Ms Kitteridge said.

“The best way I can manage it is to ensure that at all levels of our organisation different views are encouraged, robust discussions occur and challenges are seen as healthy rather than career limiting.”

Diversity might be uncomfortable, but it was vital in giving a variety of perspectives which would equip us better to deal with complex problems, Ms Kitteridge said.

“Multiple perspectives ensure a greater range of thought, creative thinking and problem solving.”

Ms Jagose told the Forum the biggest barrier to women’s progression was women’s confidence in themselves.

“We are holding ourselves back and I urge you to unleash yourselves.”

While New Zealand had come a long way, there were still gaps in gender equality, including with pay, media portrayal and progress in public and private organisations, Ms Jagose said.

“We need now, as much as ever before, the fearless promotion of women and the drive for the representation of women of all walks of life.”

Ms Kitteridge

“VADM Tyson said young women today had opportunities that did not exist when she joined.

“I have been very fortunate that doors opened, the laws changed and opportunities presented themselves. Honestly, I just kind of fell into them over the years and was able to be a fleet commander for the United States Navy, which was something I never ever dreamed I would be able to do.”

Chief of Defence Force Lieutenant General Tim Keating said in order for the NZDF to be a Force for New Zealand, it needed to be of New Zealand.

“We’re not of New Zealand unless we’re representative of the make-up of the population.”

NZDF recruits must be diverse, agile and able to do many different things, he said.

“They continue to be amongst the best and brightest in New Zealand and we’ve got to be able to continue to attract them. This means we must choose from a pool of the largest possible amount of candidates.”

That not only included men and women, but also the rapidly changing ethnic spreads of New Zealanders, LTGEN Keating said.

“I want to attract and retain the best individuals for leadership and future capability.”
Seven Military Working Dogs (MWDs) and handlers from RNZAF Base Auckland deployed to RNZAF Base Ohakea alongside four NZ Army Explosive Detector Dog (EDD) teams from NZ Army Camp Linton to conduct training with the NH90s at No. 3 Sqn.

The training covered aircraft familiarisation of the NH90 for the dog teams, socialisation activities with other dogs, a practical session of flying and winching for all dogs with their handlers, and other continuation training activities on the ground at Raumai Range. Ground training included obedience, agility and practical work towards MWD certifications such as offender handling and wind scenting. Working alongside the NZ Army EDDs provided an excellent opportunity for inter-service operability.

The week-long training was coordinated by MWD Trainer Corporal Josiah Hines and Helicopter Loadmaster CPL Sam Riordan.

One of the RNZAF MWD Handlers, Leading Aircraftman Liam Elder, spoke highly of the NH90 experience. “Being not overly confident with heights, I was being winched 60 feet off the ground and relying purely on the training and equipment. This was a huge step for me. I was able to make this an extremely enjoyable experience through having confidence in the helicopter training provided and also by knowing that in order for my dog to be calm during the winching, I had to show him I was calm and confident as well.”

CPL Hines was also pleased with how well the dogs went in the air last week. “No. 3 Sqn made a great effort to facilitate all of our training needs and was more than happy to try new things in order to develop the most efficient methods that worked for our dogs. It was a great opportunity for us to get a winch, and even more so with our dogs.”

CPL Riordan was pleased with the training and what was achieved for No. 3 Sqn. “It was a great opportunity for No. 3 Sqn to work with multiple Army and Air Force MWDs and handlers. On past occasions the crew only had to deal with one or two dogs in the helicopter, and very rarely were they transported in the same helicopter at the same time. There was a lot of discussion on how we would achieve having upwards of eight dogs and handlers in the aircraft at any one time.

“The winching was also an excellent chance to refine the cabin management side of our operations, the fine art of how to get a reluctant MWD out of a helicopter hovering at 60 feet and onto a 4.6mm winch cable took coordinated teamwork between the handler, dog, Helicopter Loadmaster and Winch Operator. The teams were composed and proficient throughout the process which made the operation flow smoothly.”

Overall the event was highly valuable for all involved, and will provide a stable foundation for future operations. The RNZAF MWD Handlers would like to pass on a big thank you to CPL Riordan and the NH90 crew, the maintenance teams and also the NZ Army EDD teams. We look forward to the next time we operate together.
Helping battle the raging Tasmanian bush fires entailed "very physical labour" in searing 30C plus heat for almost 10 hours each day but Leading Aircraftman (LAC) Jonathan McGovern said he was willing to stay longer and finish the job.

"I was happy to extend if I was needed. My colleagues and I were happy to continue helping," the RNZAF firefighter said.

LAC McGovern and four firefighters from the New Zealand Army were deployed to help the Tasmania Fire Service fight the wildfires in late January and were relieved by a second team of five New Zealand Defence Force (NZDF) firefighters last month. They formed part of a 43-strong Kiwi contingent organised by New Zealand’s National Rural Fire Authority.

To get to their work area, the NZDF firefighters had to drive over 50km of dirt road and lug all their equipment, food packs and water supplies over 2km of steep terrain. Because of the withering heat at the work sites, the firefighters said they each drank up to 5 litres of water each day.

"The other day, while we were busy working, we were nearly caught up in a crown fire, which spreads from one treetop to another. We were so engrossed putting a containment line around the fire’s edge that we did not realise the flames had lit up the trees just a few metres ahead," LAC McGovern related.

Up at 6am every morning, the NZDF firefighters did not get back to their cabins for more than 12 hours later.

"It was physically challenging but we were keen to help out our Australian mates. I’m sure they would do the same and come to our aid if we needed it," LAC McGovern said.

After working for almost eight years as a signwriter, the Hawke’s Bay local joined the RNZAF in 2012 and trained as a firefighter.

"Tasmania was my first operational deployment overseas, and it was a really good experience," he said.

"It was good to work with the Australians and the other Kiwi firefighters; their experience and knowledge helped me build my own."
ORIONS CELEBRATE GOLDEN ANNIVERSARY

By Rebecca Quilliam

The RNZAF Orions are celebrating their 50th anniversary with No. 5 Sqn. Over the years the fleet has undergone state of the art upgrades to ensure they are in the best possible nick to perform their role. No. 5 Sqn’s Commanding Officer, Wing Commander DJ Hunt tells Air Force News how important the aircraft are to the NZDF.

MILESTONES >>

1966
No. 5 Sqn takes delivery of five new Lockheed P-3B Orions

1986
Designation of the upgraded aircraft changed from P-3B to P-3K

1980s
The planes undergo avionics and radio systems upgrade

1994
Undertook a major SAR in the Pacific Ocean during a yacht regatta

1983
50,000 accident-free flying hours achieved by the fleet

1995
A rebuild of the wing and tail structures

1985
A 6th Orion was bought from the RAAF

2003
Deployed to the Middle East as part of multi-national Operation Enduring Freedom

2006
An Orion lands at Antarctica to support NZ’s surveillance of the Southern Oceans

2014
Involved in the search for missing Malaysia Airlines flight MH370

2005
Commenced a $352 million mission system upgrade on the fleet and designation change to the P-3K2

Mid-2014 - 2015
Deployed to Middle East for 17 months as part of Multi-national Maritime Security Operations.

“Older than most (maybe all) its crew.....and better looking. Note also it is 75 years for No. 5 Sqn this year, so for every three years the squadron has been in existence the aircraft has been in service for two of them.”

GPCAPT Tim Walshe
AFN: Is there much about the Orion of today compared with the Orion No. 5 Sqn took purchase of in 1966?

WGCDR Hunt: Through the aircraft’s life we’ve done systems upgrades – the most recent being the P-3K2 upgrade where the sensors, software and flight deck systems were replaced. A similar upgrade was completed in the mid-1980s and minor enhancements and upgrades have been ongoing over the last 50 years. There have also been major upgrades to the airframe including replacing the wings and the tail section in the mid-90’s, which gave the aircraft another good 30 years of life. We also complete scheduled maintenance about every 300 hours. Every five years they are also given a complete overhaul as part of a Group servicing. There are definitely still some original parts but the bulk of the aircraft parts would have been replaced, upgraded or had work done on them.

AFN: What is the value the Orions bring to the RNZAF?

WGCDR Hunt: Because it started life as a maritime patrol aircraft, it was built to have good legs which give it a long range. For New Zealand, as a small island nation at the bottom of the world, it makes sense to have an aircraft that can stay airborne for a long time, be able to get to where we need to go and stay there for a reasonable length of time.

AFN: Can you tell me about the Orions’ main role within the RNZAF?

WGCDR Hunt: The main role for the aircraft is as a search asset – whether that’s for Search and Rescue missions, monitoring fishing vessels or vessels involved in suspicious activities such as piracy or narcotics as well as general reconnaissance tasks such as disaster reconnaissance. The job is the same no matter what you do; it just depends on what you’re looking for and the environment you are working in.

AFN: How reliable is the aircraft?

WGCDR Hunt: Very reliable. In a recent operation in the Middle East the planes were deployed for 17 months and we had the best mission completion rate in terms of any of the flying aircraft in the theatre. To achieve that was a great result and was testament to the work the maintenance and logistics staff did to ensure there was a plane to fly.

AFN: What do you like about these aircraft?

WGCDR Hunt: It’s a mission aircraft, so when you go flying there are 14 – 15 people on the crew. You’ve all got your separate jobs to do and you all have the same mission objective so being able to work together as a team to achieve that objective is what makes it most fun to fly in. That and the steak dinners.

AFN: What new kit is in the Orions’ future?

WGCDR Hunt: In line with NZDF’s 2020 Ready vision, new equipment to aid in exploiting the battle space below the water is in the pipeline. This will enhance the anti-submarine warfare capability or the underwater Intelligence, Surveillance and Reconnaissance (ISR) capability. Once we’ve finished it means anywhere, anytime the P-3K2 will be well equipped to provide Commanders with a good understanding of what’s on the water or land, what’s in the air above the water or land and what’s below the water.

AFN: Will there be a party to honour the relationship between No. 5 Sqn and the Orions?

WGCDR Hunt: There will be a number of events over 23/24 September in Auckland that will celebrate the Orions’ 50-year anniversary as well as No. 5 Sqn’s 75th anniversary. This will include a meet and greet event, an Open Day and a formal dinner.

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“This is a great aircraft to fly, with a speed range between 170 to 405 knots and the ability to manoeuvre at 60 degrees angle of bank at 200 feet above the water in a submarine hunting pattern was always a mixture of grim determination and exhilaration.”

WGCDR Robert Shearer

VIEW FROM THE PILOT’S SEAT

By Squadron Leader Russ Simons

The Orion has truly been a remarkable performer in support of New Zealand’s national interests for the past 50 years. From protecting sovereignty and natural resources to securing our Sea Lines of Communication further afield and aiding the global community, the Orion is always a reliable aircraft.

It is a challenging aircraft to fly and fly in at the best of times, but extremely rewarding because a large majority of our flying hours is operational output.

Every day in No. 5 Sqn brings the anticipation of deploying to contingencies within our area of interest, 24 hours a day on two hours notice to move. We have covered Search and Rescue operations, including the search for the missing Malaysia Airlines MH370, ferry disasters, and natural disasters, including tsunamis and most recently our cyclone response to Fiji.
Our Collective Purpose

The NZDF has made big strides towards getting the three single Services to work better together and Op Troy is a great example of making that happen.

Located in the Middle East, Op Troy provides support to NZDF operations in the region. Apart from being a strategic NZDF presence in the Middle East, it serves as an operational hub through which many operations transit.

“There will be very few individuals, ships and aircraft that have deployed to the Middle East in the last 12 years that will not have been supported by Op Troy in some way,” Op Troy’s Commanding Officer and Senior National Officer, Commander Andrew Law said.

The mission delivers tactical day-to-day support by providing accommodation, rationing, logistics, movements, distribution, communications, finance, contract, administration and welfare support. By doing so, Op Troy helps to provide Headquarters Joint Forces New Zealand with options for both current and future NZDF operations in the Middle East.

CDR Law leads a team of eight – six from the Army and two from the RNZAF.

“I am a strong believer in the need for the three Services to be able to work better together and Op Troy provides a good example of this,” CDR Law said.

“It is important to not simply understand the single Service capabilities but also to understand single Service cultures. Whilst we have differences, we have more in common than what separates us,” he said, adding that humour was very much on top of the list.

Working in a joint operational environment did not mean NZDF personnel had to lose their single Service identity, he said. “I am a sailor first and foremost and I take pride in that fact. But like many sailors who are deployed on operations around the world, I am able to serve alongside our Army and Air Force colleagues in non-maritime environments.

“The key to success is to bring to the joint environment those skills and experiences you have developed within your own Service but be flexible to recognise that any particular single Service way of doing things may not be the best way to support the mission.”

Op Troy also operated within a coalition environment and maintained a number of important relationships in the Middle East region. In that environment, mission success hinged a lot on the ability to work effectively with coalition partners, particularly with the host nation’s Base Command, CDR Law said.

“Although Op Troy is small in terms of the number of personnel deployed, it has the ability to reach out and leverage the use of coalition assets and capabilities. By doing so, Op Troy is able to deliver services greater than what its relatively small footprint would suggest. In return, the operation is always ready to assist those coalition forces seeking assistance,” he explained.

Working in the joint operational environment had its challenges but was rewarding, he said.

“It is not lost on me that I am a naval officer, supporting primarily land-based operations. Whilst my NZDF colleague Lieutenant Colonel Richard Weston recently found himself at sea on HMNZS CANTERBURY during Exercise Southern Katipo 15. But such is the nature of the NZDF today – one of joint operations and multi-environment experiences,” he said.
WOMEN LEADING THE WAY AT JOIC

If joint officer training has now become business as usual for NZDF there’s one outstanding fact about the course which recently graduated – and that’s the number of women on it.

Of the more than 100 successful graduates from the Defence Force’s Joint Officer Induction Course (JOIC), 31 were women. That’s the highest number of women graduates to have successfully undertaken the course since it began in 2014.

The six-week course brings together officer recruits from the Navy, the Army and the Air Force at Base Woodbourne and includes core military training and preparation from each service in one integrated environment.

Air Force Officer Cadet (OCDT) Nicole Verstraten said that the toughest part of training had been the physical elements but it was getting easier and she could push herself further each time.

"Training is going well, it is a lot of hard work and I am finding some things challenging – but at the same time I am really enjoying it," she said.

The benefit of doing initial training with all three services is the connections that are made early on in each cadet’s career.

"It is good to do initial training with all three services, you get to make friends who will be in a lot of different roles throughout the NZDF which is great for networking.

"Tri-service training will benefit me in the future as it will have already provided me with networking pathways in a huge variety of different areas in defence allowing me to have a much larger pool of expertise to call on when and if required in the future," she said.

Midshipman (MID) Sarah Adams said she choose a career in the military because she has always wanted to be part of a not for profit organisation and work for the greater good.

MID Adams, who is training to be a Navy psychologist, said she has always wanted to work somewhere where she can make a real difference.

Training alongside all these services as part of JOIC has given MID Adams an insight into both the Army and the Air Force and said this will help as her career progresses with NZDF.

After a career as a paramedic and an Army Reserve Infantry Soldier OCDT Michelle Piercy, has taken up a chance to become a specialist nurse.

OCDT Piercy said the best thing about working for NZDF is the variety of opportunities within her speciality.

"Because health in NZDF is now tri-service I may find myself nursing on a Navy Frigate or under a pop up hospital with the Army or I could find myself nursing in underprivileged villages after a natural disaster or within war zones."

The training offered by the JOIC at Base Woodbourne is crucial for any young officer at the start of their career with the NZDF. The skills learnt and networks developed across all three services ensure that all graduates are ready to step into the world of NZDF as the next generation of leaders.
Heritage

AIR FORCE MUSEUM’S OXFORD RESTORATION COMPLETE
By Michelle Sim, Communications Officer, Air Force Museum

It was a proud moment for the team at the Air Force Museum of New Zealand, when on 3 February, Airspeed Oxford PK286 was officially rolled out of the hangar after a 14-year restoration.

It is a project that has been a labour of love for the many staff and volunteers who have worked on it over the years. Mr Peter ‘PJ’ Smith, an ex-RNZAF planewright/composites technician and full-time member of the Museum’s technical team, has been at the forefront of the project since its inception. He reflected recently, “It’s a good result for 14 years and 30,000 hours of work. It’s something that a lot of people – staff, volunteers, sponsors and the many others who’ve supported us in different ways - can be very proud of.”

The RNZAF operated 299 Oxfords between 1938 and 1952 – more than nearly any other aircraft type. Of wooden construction, with plywood and fabric coverings, they were used for various aspects of air crew training, as well as general reconnaissance, communications and aerial survey work. More than 100 of the aircraft were based at No. 1 Flying Training School at Wigram, Christchurch (now the site of the Air Force Museum), for much of World War II. Seeing the aircraft on the tarmac in front of the Museum’s historic hangars was therefore an especially symbolic moment, as it recreated what would have been a common sight there more than 70 years ago.

Oxford PK286 was built at the Airspeed factory in Portsmouth, England, in 1945. By this late stage of the War, the supply of aircraft had outstripped demand. As a result, PK286 was never allocated to an RAF squadron, but instead returned to Airspeed to be converted into a Consul, the passenger variant. It flew for several civilian companies before retirement and was eventually purchased by the Canada Aviation Museum. In 2000, the Air Force Museum of New Zealand entered into a long-term loan agreement with the Canada Aviation Museum for PK286. This allowed for the conversion back to its original Oxford configuration, bearing the paint scheme it would have worn when it first left the factory.

Visitors can now view the aircraft, the most complete of its type in New Zealand, in its prime position in the front window of the Museum’s new extension.

CAMP QUALITY VISITS THE AIR FORCE MUSEUM
By Chris Davey, Education Officer

Since 1984, Camp Quality has been making a positive difference for children, aged 5-14 years, living with cancer – providing a week-long summer camp and year-round support.

Back in January we had the pleasure of having them visit the Air Force Museum as part of this year’s camp at the Living Springs activity centre in Lyttelton, Christchurch.

A group of 47 children, from the top half of the South Island, and an equal number of adult companions arrived at the Museum for a fun-filled two-hour programme. Activities included a Museum photo hunt, a tour to our Reserve Collection hangar to explore the aircraft and take an imaginary flight in the Andover, dressing up as Air Force pilots, and making and flying kitset gliders.

A massive amount of fun was had by all, with plenty of smiles and laughter from children, companions and Museum staff alike.

The Air Force Museum team was honoured to host such a wonderful group and to play even a small part in the endeavours of such an amazing organisation as Camp Quality.
THE COUNTDOWN TO THE ROYAL NEW ZEALAND AIR FORCE AIR TATTOO 2017 IS WELL UNDERWAY, WITH LESS THAN 12 MONTHS UNTIL BASE OHAKEA HOSTS THE EVENT.

The Air Tattoo, held over 25-26 February next year, will feature flying and static displays of military aircraft from a range of international Air Forces as well as the RNZAF.

Given the popularity of the 2012 Air Show at Ohakea the RNZAF is already working with a number of external companies, the NZ Police, NZTA and Manawatu councils to ensure traffic management, parking and ticketing are as seamless as possible. Ticketing will be managed by an external ticketing agency and it is hoped using a more electronic process, rather than cash on the gate, will speed up entry into the Base and reduce traffic wait times.

February 2017 is a busy month for the RNZAF as we will also be part of the Wings over Wairarapa Air Festival on 17-19 February, which will see the first flying display by the Black Falcons display team in the T-6C Texan II aircraft.

While happening over concurrent weekends the Air Tattoo and the Wings over Wairarapa Air Festival will offer completely different displays. The Air Tattoo is focussed on military aircraft while the Air Festival will have a range of historical and civilian aircraft. We know people will be interested in attending both shows so we will be working with Wairarapa to explore ticketing options for attendance at both events.
12.30 am, October 25, 1942. Streaming fire from its starboard wing, the outcome of a night fighter attack, the bomber’s pilot somehow got the plane down, crash landing in an open field near a French village northeast of Reims. The nose section of the 75 (NZ) Squadron Wellington crumpled on impact and the blaze soon engulfed the plane’s entire forward section, then began eating away at the retrace fuselage aft. New Zealand wireless operator Eddie Worsdale and English rear-gunner Len Newbold emerged shaken but unscathed from the smoke-filled tail area. Pilot and fellow New Zealander Howard Hugill was dead, said to have been thrown clear, and the navigator, English like Newbold, died in the burning wreck.

The two survivors believed no one could have lived up front including the fifth member of the crew, New Zealand front gunner Jim Barnes, a Dunedin man. They were right about Hugill and navigator Johnny Pete but wrong about Barnes. Worsdale didn’t hear a “bale out” order but Barnes had parachuted from the front hatch, landing in a pine forest, an ankle broken, and picked up next day by searching Germans. He remained a POW until war’s end.

Swift capture was normally the fate of most bomber aircrew down alive in enemy territory. But not Worsdale. That night he began a remarkable 18-month odyssey, a story virtually unknown today. Still three months short of his 21st birthday, he and Newbold walked upwards of 400 km southeast from the crash site to sanctuary in neutral Switzerland. Their dangerous 18-day trek ended the night of November 11, Armistice Day, when they gave themselves up to a Swiss village mayor. After twiddling his thumbs for nine months Worsdale began work as a cipher officer in the British consulate in Geneva, coding and decoding secret and sensitive messages for another nine months. On June 5, 1944, the day before the Allied landings at Normandy, Worsdale and English naval officer Billie Stephens - one of a handful of Allied escapers from the notorious Colditz Castle - slipped back into a France crawling with Germans. They rode south and west on trains past Toulouse on a danger-fraught trip before scaling a high pass in the Pyrenees into final freedom in Spain and then England.
75 SQUADRON ASSOCIATION of NEW ZEALAND

BIENNIAL REUNION  •  30 SEP - 2 OCT 2016  •  TAURANGA

For information and registration contact the Secretary, Glen Turner
EMAIL: 75sqn.assnz@windowslive.com
MOBILE: 021732835

Celebrating 100 years since 75(HD) SQN RFC was formed in 1916
Running up a few flights of stairs can be hard enough. Now imagine more than 50 flights, in full firefighter kit weighing over 20kg. It’s a challenge that a group of RNZAF firefighters have willingly taken on so they can help raise funds for people battling a potentially deadly disease.

This year will be the third year Leading Aircraftman (LAC) Jess Hicks has jumped at the chance to run up more than 1000 steps in full firefighter kit to raise money for charity.

She and her team of eight other RNZAF personnel from Base Ohakea and Whenuapai will join 850 others on May 28 to power up just over 50 flights at Auckland’s Sky Tower.

“You always get nervous the night before, but I also find it really exciting,” she said.

Each year, firefighters from Australia, New Zealand and the United States gain sponsorship to compete in the Firefighter Sky Tower Stair Challenge to raise funds for Leukaemia & Blood Cancer NZ.

The organisation supports patients and their families living with leukaemia, lymphoma, myeloma and related blood conditions.

“So it’s a really good cause,” LAC Hicks said.

Over the coming months the team is organising fundraising events, which they will advertise on their Facebook page, RNZAF Sky Tower Fundraiser.

LAC Hicks became involved in the event after seeing her partner give it a go. “I saw how cool it was so I jumped on board.”

She highly recommends firefighters around the country to get involved in the gruelling event.

“When you go to register, it’s so popular it sells out in minutes. There’s often a jam on the website because everyone’s on there trying to register and get their name in. It is definitely sought after.”

In past events, when LAC Hicks ran flight after flight after flight of stairs, she had to keep telling herself: “remember to breathe and keep going”.

“From the ground floor up a few flights there are numbers for which floor you’re on, but then the numbers just disappear and only come back randomly. You think you’re up to a certain flight, but then you realise you’re not as far up as you thought.”

The kit they will have to wear during the event includes gumboots, overalls, jacket, pants, helmet, gloves and a breathing apparatus - weighing up to 25kg.

“It gets pretty hot, she said. “They’ve bags of ice at the top and water. When you cross the finish line there’s people there taking the suit off your back and undoing your jacket.”

**THE RNZAF TEAM**

**OHAKEA**

LAC Jess Hicks
SGT Sammy Hutton
LAC Scott Hutchison
LAC Brandon Jeffcoat
AC Ryan Sunnex
Dan Nesbit (Honorary member)

**WHENUAPAI**

A/SGT Elvin Hockenhull (Elmo)
LAC Joseph O’Malley
LAC Matt Wright
LAC Denholm Waugh

To make a donation online [www.firefightersclimb.org.nz](http://www.firefightersclimb.org.nz) click donate then search for team RNZAF, or go to the RNZAF Sky Tower Fundraiser Facebook page.
Kiwis and Aussies Enhancing Cooperation

The Australian and New Zealand Defence Forces have a long and proud history of cooperation. The latest project the two countries tackled resulted in the potential for South Pacific neighbours to request joint ADF-NZDF support with humanitarian assistance and disaster relief (HADR).

The recent introduction of the NH90 helicopter on both sides of the Tasman has seen the opening of a new chapter in Australia and New Zealand cooperation, with both nations sharing the information and experiences they have gained from their respective introduction to service and in-service programmes.

One of the most recent activities that demonstrated this continued cooperation was the trial loading of an RNZAF NH90 into an RAAF C-17A, which could be required at short notice to support potential joint HADR operations in the South Pacific.

This trial was conducted over a two day period at RNZAF Base Ohakea and required the support and coordination of multiple agencies from within the ADF and NZDF. It involved personnel from the RNZAF and Australia’s Air Force, Army and Navy. It also required the delivery of specialist equipment to RNZAF Base Ohakea from a variety of locations around Australia and New Zealand to ensure the trial could be carried out.

As a result of this collaborative coordinated effort and teamwork from both NZDF and ADF personnel the trial confirmed that the ADF loading, lashing, and unload procedures applicable to the MRH90 can also be applied to the NH90; thus allowing the NH90 to be transported in a C-17A aircraft should the need arise.

This achievement was a significant enhancement for the RNZAF as it represented an ability to deploy the NH90 with support from our closest allies and continues to foster the strong interoperability and comradeship that is shared between the ADF and NZDF.
Corporal Matt Keen isn’t interested in traditional holidays. So when a trip to Europe fell through, he decided to use his plane ticket to travel to Tanzania, scale the heights of Mt Kilimanjaro and raise some money for the Missing Wingman Trust on the way.

After deciding to make Africa his destination the 28-year-old composite technician at Base Ohakea started researching the continent and thought: “Why don’t I make a bloody good trip of it then?”

CPL Keen and his mate from Whenuapai, Flying Officer Dan Lamb, left for Tanzania last month for their three week adventure climbing the highest mountain in Africa.

As part of the journey, CPL Keen and FGOFF Lamb wanted to raise money for the Missing Wingman Trust, which helps support families who have lost a loved one during service.

“Like a lot of us, I’ve personally lost extremely close mates during my service and I think this would be a great tribute for them,” CPL Keen said.

The pair set up a Give A Little Page and have given incentives for people to make a donation.

“If you donate $60 you get a postcard from Mt Kilimanjaro. For $100 you get a postcard plus a photo of your own choice.”

The photo choices had been varied but quite a few involved nudity, CPL Keen laughed.

CPL Keen, FGOFF Lamb and a guide would “take the scenic route” to the peak, which should take about six days. Once at the summit, the pair will fly the RNZAF flag.

“It’s not a technical climb by any means. It’s not the most difficult climb in the world, but it will be a challenge for us, but I think it’s kind of a cool thing.”

Kilimanjaro is so large, it spans five different climate zones, Keen said.

“Up the top it can be -10C to -25C. A lot of people don’t actually make it to the top. It’s higher than the base camp at Mt Everest.”

Once the climb is over FGOFF Lamb will head home, but CPL Keen will continue his adventure, with another friend – ex-serviceman Josh Fraser – and visit a large chunk of the continent, including spending time with some Ugandan gorillas.

“You trek to the gorillas and get to hang out with them. That should be a pretty exciting part. I’m a big fan of not doing what everybody else does,” he said.

They will also visit Rwanda, Kenya, Malawi, Mozambique, Zambia, Zimbabwe, Botswana, South Africa and Namibia.

By the time he returns home, CPL Keen will be well on the way to fulfilling his goal of visiting 50 countries before turning 30.

“By then I will have managed to get to 46 – I haven’t decided where the last four will be.”
NOTES FROM THE ROYAL EDINBURGH MILITARY TATTOO

CPL Alexis French, RNZAF Band

This year marked the fourth time the Royal Edinburgh Military Tattoo has toured outside Scotland in its 65 year history, and heralded its triumphant return to Wellington. The first time the Tattoo was performed outside of Scotland was also in New Zealand in 2000 as part of the International Arts Festival, so it was an honour to perform alongside my colleagues from the Navy and Army as it graced our shores for the second time.

The word “tattoo” comes from the Dutch word taptoe, as do earlier versions of the word, tap-too and taptoo. This was originally a signal played to end the day. The full phrase Doe den tap toe means “Close the tap”.

The tattoo was originally a bugle call, but this simple call has evolved into elaborate shows involving theatrics, military drill and musical performances. To me, tattoos are genuine celebrations of military music. Complete with rousing pipers and drummers, precise individual band displays, not to mention the spectacle of the massed bands, the tattoo offers the musicians of the NZDF a chance to represent armed forces with our music.

This Tattoo was particularly special to me; I initially joined the RNZAF Band in 2002, and narrowly missed its first outing from Scotland. To be able to share this round with my friends within the NZDF, and work to create a Tri-Service display we were all proud of – only the third in NZDF history – is something that I’ll likely not get to do again. The other bands’ commitment to the task, the enthusiasm shown by our Commanding Officers, and Army Drum Major SSGT Tristan Mitchell’s vision enabled us to ’Step Up’. We showed the RNZAF Band is a unit that can stand with the best of them on a global stage. I for one am proud to have been a part of it all.

GIFTED MUSICIAN AWARDED TOP MUSICAL HONOUR

Light Sergeant Sandra Wheeler is the first woman to have been awarded the top NZDF musical honour, the Terry Moloney Memorial Bugle.

The Feilding musician, who has spent the past year battling a brain tumour, was awarded the Bugle at a small ceremony last month.

After joining the Air Force Band on July 1, 1980 F/S Wheeler has since provided 35 years of unbroken service to the RNZAF and NZDF musical services.

She took on many musical roles in her service ranging from playing tenor horn, percussion and piano for the band, through to accompanying soloists at various competitions around the country.

That wasn’t the end of her skills though, F/S Wheeler also tackled key roles to assist various bandmasters including being the band librarian, building props, organising team building/social events and costumes for concerts.

“F/S Wheeler has maintained the standards and discipline requirements that are needed in the military banding world and has also taken a leading role in mentoring and initiating new members into the band and informing of generic military administration and processes,” her citation said.

F/S Wheeler has recently taken on a more senior role within the RNZAF Music services as the musical co-ordinator of the Ohakea Cadre.

RNZAF Director of Music, FLTLT Simon Brew said: “F/S Wheeler is a standout member amongst the many gifted and committed musicians within the RNZAF. She has given outstanding dedication to the band and has had a very positive impact on the band and its wider role in the community.”
Funds collected in this year’s poppy appeal will help support young air men and women facing challenges in their current service, as well as older veterans.

Support is open to all current and former military personnel and their families/dependants, not just veterans of overseas deployments,” said Mark Compain, the RSA’s National Support Services Manager.

"Many people think we only work with elderly veterans of overseas deployments – but we offer support at any stage of a person’s life or military career. We are working extensively with the post-Vietnam cohorts of service personnel, some in their late teens and 20s who may be physically and/or psychologically wounded.

Mr Compain served 21 years in the Army, including operational service in Bosnia, East Timor and Afghanistan, so understands first-hand the issues service people face.

The RSA is also developing a new national Support Services strategy to ensure we can provide even more effective support for all military personnel.”

The poppy appeal is the RSA’s major fundraising vehicle. This year’s street collection will be on Friday 15 April but collection box and online giving campaigns will run until 25 April. Traditionally, many RNZAF volunteers take part in street collections for the appeal, which raised an amazing $2 million last year.

RSA National President BJ Clark said:

“Much of the excellent public response to the Poppy Day Appeal is due to the great efforts of our New Zealand Defence Force collectors. We’d love to hear from anyone who would like to volunteer as a collector this year – a memorable year as RSA marks a century of providing support to our defence forces and veterans.”

Mr Compain said RSA assistance ranges from grants for those in financial need, supplementing healthcare costs, counselling, home help, advocacy regarding pensions or other wellbeing issues, research into contemporary veteran health risks or simply reaching out to provide friendship and moral support.

The RSA recently signed a memorandum of understanding with the Australasian Services Care Network (ASCN), a network of providers of health and social services for current and former service people from New Zealand and Australia.

“New Zealand has 31,000 Veterans,” said Mr Compain. “11,000 are from the period from WWII to Vietnam and 20,000 in campaigns post-Vietnam. With a rising complexity in contemporary veteran health issues, combined with multiple deployments, there is an urgent need to work with organisations like ASCN to ensure the RSA is a trusted and credible advocate for these people and others we support.”
A dedicated group of history and rail enthusiasts are putting together preparations to commemorate the centenary of one of the first Anzac Day services held on New Zealand soil at Petone railway station this year.

On the first anniversary of the Gallipoli landings, 25 April 1916, a commemorative flagpole made from kauri and Australian hardwood – symbolising ‘the unity of Australian and New Zealand railwaymen in peace and war’ – was unveiled outside the Petone railway station. It was one of the first Anzac commemorations held outside of Gallipoli and a similar event took place in NSW, Australia.

Plans for this year’s Petone anniversary include an early morning service, speeches and wreath-laying, arrival of the Passchendaele steam train and rides on the Passchendaele train.

As part of the preparations, the Petone anniversary organising committee is keen to hear from descendants of men whose names are on the Petone Railway Workshop Roll of Honour.

“Thirty-seven New Zealand railway men lost their lives at Gallipoli, and all told, 7529 railway men saw military service in World War I – almost exactly half of the railway workforce at the time,” KiwiRail’s organising committee spokeswoman Julie Buchanan said.

“We would like to hear from any relations of the men on the Roll of Honour and also from KiwiRail employees who served or had family members who served in any war, as well as current servicemen and women working in KiwiRail so they can have the opportunity to be part of this centennial commemoration.”

For further information please contact Julie on julie.buchanan@kiwirail.co.nz

**For further information please contact Julie on julie.buchanan@kiwirail.co.nz**
The New Zealand Defence Force (NZDF) has won an international award for Force Fit, its innovative mobile app designed to encourage new recruits and the general public to get “Force Fit”.

The Chief of Army, Major General Peter Kelly, accepted the award for Best Mobile Government Service Award during a ceremony at the World Government Summit in Dubai, United Arab Emirates (UAE).

“We were delighted to see our new recruits achieve great results through the use of Force Fit, and the uptake by the general public was also very encouraging,” MAJGEN Kelly said.

The app’s six-week programme is designed to help new recruits get ready to take the initial fitness tests to join any of the Services. It also provides support for the general public to improve their fitness levels and develop a good routine.

The app has proven effective at helping candidates prepare better for physical assessments. It has also significantly reduced key perception barriers to considering a career with the NZDF, and even helped generate recruitment prospects and leads.

“Winning this award is a credit to all the hard work our people put in to making Force Fit. It’s a privilege and honour to be recognised on the world stage,”

Major General Peter Kelly

NZDF FITNESS APP WINS

“We were delighted to see our new recruits achieve great results through the use of Force Fit, and the uptake by the general public was also very encouraging,” MAJGEN Kelly said.

The Summit took place under the patronage of His Highness Sheikh Mohammed bin Rashid Al Moktoum, UAE Vice-President, Prime Minister and Ruler of Dubai. It is a platform dedicated to the enhancement of government services around the world and aims to explore the evolving models of government and the future of government services across the globe. It convenes over 3000 participants, world leaders, policymakers and international organisations from more than 90 countries.

For more information go to www.defencecareers.mil.nz/force-fit
INTERNATIONAL HOCKEY TOURNAMENT ATTRACTS NZDF PLAYERS

Corporals Daniel Stone and Kyle Leslie along with RNZN Lieutenant Jan Peterson were chosen for the NZ President’s XI hockey team to compete in an international tournament held in Fiji. CPL Stone gives Air Force News the low down on how the team fared.

The Men’s and Women’s New Zealand Presidents XI hockey teams left Auckland bound for Suva, Fiji in December.

The next day was the first game of our tournament and we were up against the Fiji Under 21 Men’s team. We did not know what to expect from the opposition coming into this game as we knew nothing about them. They had quite different skills to us as most of them play on grass, which made for very interesting match ups. However, we won the game 8-0. Afterwards we realised just how much the heat affected us as we played in the middle of the day.

The next day we played the Fiji Men’s team who we had seen play the day before and had identified some key players to watch out for. It was a very tough and physical game with few scoring opportunities for both teams. The game ended in a nil all draw. Our next game was against the Australian Country team - quite a young but fit and fast team. We didn’t adjust to their style of play and lost 2-1.

On our rest day, the team went back onto the turf for two hours to provide training sessions for the Fijian kids. They were all very keen and excited to have us teaching them new skills.

The following day we continued the tournament, improving on our last game to beat the Fiji Under 21’s by 13-0.

We then faced the Fiji Men again. Because of our draw in the first round and both teams losing to Aussie this was essentially a semi-final, therefore a must win. This proved to be one of the toughest games of the tournament with neither team able to dominate. But we just held on for a 3-2 win meaning we were in the final.

Finals day arrived and we were rearing to go, we had a very impressive first half to go 2-0 up at the break. Five minutes into the second half the wheels began to fall off, we struggled with fitness and a few injuries. Sadly we conceded 3 goals to go down 3-2 against Australia.

Although we did not win the tournament I still had an awesome time. It was great to play alongside players from all over New Zealand at a national level. Playing in 30C heat day after day was a struggle and consuming 6 litres of water in a few hours was not uncommon.

My participation in this tournament came from representing the NZDF team at the NZ Senior National tournament and would not have been possible without the support of BWF, AK JR’s and Air Force Hockey. Thank you very much.
POSITION VACANT

Can you interact with people from all walks of society?  YES  NO
Could you assess a person’s suitability to enter into a sensitive information sharing relationship?  YES  NO
Could you shape these relationships to safeguard operations?  YES  NO
Can you work in small team under Operational conditions?  YES  NO
Can you identify risks and apply strategies to mitigate the risks?  YES  NO
Can you deal with a number of complex issues at any one time?  YES  NO
Do you understand the global security situation?  YES  NO
Are you able to obtain a Top Secret security clearance?  YES  NO

EMAIL: FH.Recruiting@nzdf.mil.nz

AUMANGEA

The next Aumangea resilience building programme starts on April 30.
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: Aumangeaprogamme@nzdf.mil.nz

Confirmed dates for all courses are:
• 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
“This photo, taken by a Royal Australian Air Force photographer, captures a magic moment between Major Leanne Chambers and survivors of Tropical Cyclone Winston. Even though the storm devastated their homes and land, the women showed extraordinary fortitude and resilience, and they never lost their smile.”

Rebecca Quilliam, editor
FIELD HUMINT

TRI-SERVICE SELECTION AND COURSE 2016

Selection: 7–11 March and 2–6 May
Course: 7 June – 9 September 2016
Location: Trentham Military Camp

For more information: http://org/l-smis/default.aspx | Email: FH.Recruiting@nzdf.mil.nz