It is a privilege to have the First Word as your Deputy Chief of Air Force.

This time last year I was one of 48 officers attending a year long Strategic Studies Course in Canberra. The opportunity to study amongst like-minded colleagues from around the globe was fantastic and reinforced the high value placed on continued education within our organisation. While it shouldn’t come as a surprise, one of the most consistent themes throughout the year was the high praise lavished on the men and women of the New Zealand Defence Force. Our ability as a Defence Force, and specifically for us as an Air Force, to operate across the spectrum of activities never ceased to amaze my course mates and visiting lecturers. Whether it was in a deployed scenario in the Middle East, Humanitarian Operations closer to home, or in a team somewhere on exercise, our cultural, professional and motivational value-adding ability was noteworthy to our partners.

This got me thinking more about what it means to be an Airman in the RNZAF. I say Airman, rather than Airperson intentionally and without disrespect, reflecting on the sage words of a visiting four star US Air Force officer to NZ recently who emphasised the need to value the strength of our institution above that of our gender. In her words, ‘I am a General, I am a Commander of the Pacific Air Force, I am an Airman, and I just happen to be a woman’. As airmen then, we are the critical human element that sits at the core to any technically based operational capability. It is our job, not only to perform those day-to-day tasks associated with military air operations, but also to advocate, argue and explain what it means to deliver Air Power. We need to take every opportunity to inform our key customers, at all levels, why the rapid response, long reach and broad flexibility of the RNZAF is such a fundamental pillar of the NZDF.

There is perhaps no better example of putting that air power into action than the collective response to the devastating effects of Cyclone Winston. Nearly every RNZAF asset has been involved, in addition to support staff on the ground, demonstrating our ability to react quickly to the immediate needs of our Pacific neighbours. A P-3K2 was on station within hours sending vital aerial reconnaissance details home enabling HQJFNZ planners to focus support in the right areas. Embarking two NH90s on HMNZS Canterbury in support of a humanitarian mission was a first for the team and the helicopters and crews have been flat out ever since. The C-130 of course continued to keep the aerial supply lines open and even the B-200 found a niche role transporting key staff and supplies to the smaller outlying Islands. While I have described the platforms that delivered the effects, it was of course the people that brought the application of this air power together.

The reality is, this is your Air Force. With your hands you have the power to shape the future and with your minds you have the power to build relationships. My challenge to you is not to exist in a blue vacuum, widen your view, talk to, and learn from everyone!

Can I say, as an Airman, it’s great to be home and working with you all again.

“It is our job, not only to perform those day-to-day tasks associated with military air operations, but also to advocate, argue and explain what it means to deliver Air Power.”
The NZDF has launched Operation RESPECT, the culmination of two years of work to tackle inappropriate and harmful sexual behaviour in the organisation.

New research we’ve commissioned shows that there continue to be pockets of people who think it is acceptable to belittle, ridicule and at its worst, harass and even insult their colleagues.

“That’s unacceptable. We have a Defence Force we can be proud of. Any actions like this diminish us both in the eyes of our personnel and in the eyes of the public, who rightly demand we have the highest standards,” LTGEN Keating said.

“The intent of the Operation RESPECT Action Plan is that it will assist the NZDF to improve its culture of dignity and respect for all personnel.”

LTGEN Keating said the documentation informing the Action Plan were the already-public Ministry of Defence’s reports, and the Air Force Culture Review.

“This review is another piece of evidence that confirms the path we were already on as an organisation responding to these issues.

“Our Defence Force’s response to this issue will be similar to the ‘Broken Windows’ response to crime where even minor violations will be dealt with, so that we build a community where it is abundantly clear to everyone what we expect, and what we don’t.

“We all have a part to play to stop such unwarranted and unwanted actions. That’s consistent with living our values of courage, commitment and comradeship.

“Operation RESPECT goes to the core of the kind of Defence Force we want to be.” LTGEN Keating said.

Defence Minister Gerry Brownlee welcomed the report.

“As a large and diverse organisation, the Defence Force has a number of challenges, and it is good to see the NZDF address these head-on with a campaign like Operation RESPECT.”

In recent years, both here and internationally, large organisations had confronted and responded to the challenge of preventing sexual assaults in the work place and created a positive environment for all employees, Mr Brownlee said.

“This has included major pieces of work in the Australian and Canadian Defence Forces and the New Zealand Police.

“All these reviews and resulting plans have informed NZDF in the development of Operation RESPECT.

“I support the Defence Force leadership in the initiatives they are undertaking,” he said.
Air Vice-Marshall Tony Davies has been announced as the new Chief of the Royal New Zealand Air Force by Defence Minister Gerry Brownlee.

A formal command appointment ceremony will be held later this month at Whenuapai.

AVM Davies was confirmed in his role on March 23 when he was promoted from Air Commodore to Air Vice-Marshall.

During the ceremony, he said he was excited about the opportunity of becoming the Air Force Chief and the role he would play in the senior leadership.

“I realise with the new role comes a whole new level of responsibility and accountability to you.”

Air Vice-Marshall Kevin Short said he had seen the confidence and trust AVM Davies had shown in supporting the NZDF.

“Tony Davies has all the skills that you would want in a leader.

“I know he’ll make decisions that will take the Air Force forward.”

In his role AVM Davies would have to make hard decisions that might not please everyone, but they would be the right decisions, AVM Short said.

AVM Davies’ career with the RNZAF started in 1984 when he joined as an Officer Cadet and trainee pilot.

He has flown a number of aircraft types including C-130 Hercules, Boeing 727s and Boeing 757s.

He has held many roles during his career, most recently as Assistant Chief Strategic Commitments and Engagements, and Air Component Commander at Headquarters Joint Forces NZ.

Mr Brownlee congratulated AVM Davies on his appointment.

“The role of a Service Chief in the New Zealand Defence Force is to lead their Service as they work to raise, train and sustain it.

“It is a vital position and I’m sure that [AVM] Davies will carry out his responsibilities well,” Mr Brownlee said.
INTRODUCING THE NEW OPERATIONAL SUPPORT OFFICER (OSO)

By WGCDR Jennifer Atkinson, Special Projects Officer

WHAT IS THE NEW OPERATIONAL SUPPORT OFFICER?

In short, they are the go-to folks on a base, in a headquarters or on an operation who have the broad experience and established networks to make things happen, while keeping a number of balls in the air.

The Operational Support Officer (OSO) is a generalist staff officer, who works in support of military operations, to effectively plan and co-ordinate activities, manage work flow and relationships, and maintain standards so resources are maximised and risks are minimised. Resource management is a key area for an OSO and is commonly the primary focus of their careers, whether they are working at a base or within an operational setting. They are effective planners who can remain flexible to changing demands.

WHY THE CHANGE?

The OSO specialisation was established this year to improve management and retention of personnel, ensure we had the right people in the right posts and increase the organisation’s agility to meet the increased demand for Any Officer (ANYOFF) RNZAF and tri-Service posts. It recognised that the previous General Service Officer (GSO) model was not sufficiently robust or strategic to meet future organisational or operational requirements within the RNZAF and the NZDF. The OSO model also incorporates a sub-stream of human resources in recognition and response to the Human Resources Officer (HRO) - now obsolete.

SO WHAT CHANGES WILL I NOTICE?

Approximately 25 ANYOFF positions have been reassigned to the OSO specialisation but generally personnel won’t notice much change other than some RNZAF positions now being advertised as OSO. The reassignment of these positions, which is less than half of the RNZAF ANYOFF positions available, occurred in collaboration with the Directorate of Career Management (DCM) to ensure development opportunities remained for other branches to be posted into out-of-branch positions. Additionally DCM will utilise the OSO specialisation as a key resource for filling tri-Service posts where appropriate – leveraging the OSO skills to meet demands within HQJFNZ and HQNZDF.

WHAT COULD THE OSO PATHWAY OFFER ME PERSONALLY?

For personnel who enjoy the Defence environment but are seeking a change of vocation and/or more variety, the OSO specialisation can offer a second career pathway that can build on a wealth of current experience.

For trades that don’t have a pathway to commissioned Service, such as FIRE, PTI and FLTSTWD, the OSO specialisation provides a clear corridor for career advancement.

HOW DO I FIND OUT MORE?

An implementation AFO(T) will be promulgated this month and further questions can be directed via email to the Project Manager – WGCDR Jennifer Atkinson.
MAKING YOUR MONEY WORK

Making your money work for you and your family is the aim of NZDF’s new Financial Capability Programme, which will begin to be rolled out across camps and bases early this year.

The programme is based on pilot programmes that were run in each of the three Services towards the end of the last year – at Linton, HMNZS Philomel, and Whenuapai, using material and facilitators supplied from the Commission for Financial Capability, an independent government agency.

It’s a free and voluntary programme for personnel and their partners, and is aimed at helping them build their financial capability covering a range of issues such as setting financial goals, getting control of your money, helping you understand the true cost of credit, and getting the best out of KiwiSaver and also using it to buy their first home.

Chief People Officer Debbie Francis says NZDF received some very good feedback from the pilot programmes.

“We detected a big appetite for this. There was very positive feedback from participants.

“We usually get 20-25 people to these sorts of things, and we had 70-80 people in each location who wanted to be part of it. This is simply about trying to build people’s financial savvy.”

The programme is all about a combination of information, skill development and tools, with participants sharing their experiences. It’s a weekly modular programme and people have a bit of homework to do between each session, but Ms Francis says most will see the advantages.

“None of this is about us making decisions on people’s behalf – they have to make their own decisions – but it’s about us providing tools so people can make better decisions for themselves and their families.”

Here are three examples:

**True Cost of Credit**

if people have credit cards with huge balances they may not fully understand the cost of them. The programme will give them information so they understand what’s going on and what they can do to manage better and reduce debt.

**Financial Goal Setting**

the programme helps people set financial goals such as establishing education funds for their children, or purchasing a vehicle.

**KiwiSaver to Buy the First Home**

for many NZDF personnel, KiwiSaver is how they could get into their first home, but many don’t understand how that works or how to best to use KiwiSaver and government grants for buying a first home. The programme is designed to explain that.

**Advisory Service**

Personnel on each base and camp and their families can now get access to free or discounted financial advice.

The Financial Advisory Service has been in place since October and enables personnel and their families to talk to an “authorised” financial adviser on anything from investment options for KiwiSaver, the Defence Force Superannuation Scheme, FlexiSaver, transferring overseas pensions, and insurances. An adviser is allocated to each camp and base.

Personnel wanting a comprehensive financial plan or advice on more complex issues (for example tax or investment properties) are required to pay, but at a discounted rate.

Contact details for the financial advisers are on the Force Financial Hub.

**Starting Young**

From this year new recruits will receive a five-hour programme covering the benefits of superannuation, insurance, Wills, financial advice, and financial capability concepts.

The programme also stresses the importance of advice from professional advisers to help with decisions, and introduces basic financial capability concepts.
We have been assisting the government of Fiji to seize every opportunity to get aid supplies to affected people in hard-to-reach areas,” NH90 Detachment Commander Squadron Leader (SQNLDR) Ben Pryor said.

SQNLDR Pryor said the medium utility helicopters were providing a critical link between the main population centres and the outlying islands, which had been devastated by Tropical Cyclone Winston.

“It has been an extremely successful mission. We’ve confirmed the speed, range and payload of the NH90 in supporting humanitarian assistance and disaster relief operations,” he said.

Since arriving in Fiji on March 3, “we’ve covered all four corners of the Fiji island group up to the northernmost islands, which are at the extreme range of our NH90s’ ability to operate, and flew almost 100 hours in three weeks”.

In some of these mercy flights, the NH90s delivered sacks of seeds, seedlings and plant cuttings to outlying islands as Fijian communities start the long-haul task of rebuilding after the devastation caused by the cyclone.

The headman of Vadravadra, a palmfringed seaside village in Gau island, 100km east of Suva, Apakuki Koroi said the seeds and plants would be a big help to his village as many farms were destroyed by the cyclone. “We lost our crops and our source of income.”

“Our NH90s are versatile and can perform a wide range of tasks even in austere environments. They are well-suited for humanitarian aid and disaster relief operations such as this.”

The humanitarian assistance and disaster relief operation in Fiji marked the first time that the NH90s had deployed on an operation overseas. The mercy flights were being conducted in conjunction with the Australian Defence Force, which had also deployed seven similar MRH-90 helicopters.

“We are saddened by what has happened here and the immense loss suffered by the people of Fiji. On the other hand, we are glad that we are able to use our helicopters and other assets to help them,” NH90 captain Squadron Leader Phil Wilson said.

“Our NH90s are versatile and can perform a wide range of tasks even in austere environments. They are well-suited for humanitarian aid and disaster relief operations such as this.”

The 53-member NH90 detachment formed part of a 450-strong New Zealand Defence Force contingent deployed to support Fiji’s disaster recovery efforts, making it one of the NZDF’s largest peacetime deployments to the Pacific.

Commander Joint Forces New Zealand Major General (MAJGEN) Tim Gall said less than 24 hours after the cyclone tore through Fiji on February 20, an NZDF Orion conducted aerial surveys to provide Fijian officials with a clearer picture of the damage it caused.

“These seeds are very precious; they are seeds of new life. We are starting from scratch and it will take a while before things go back to normal but these seeds will help us rebuild our lives.”

The NH90 helicopters have been conducting mercy flights to cyclone-ravaged communities in Fiji as part of their first overseas mission and they couldn’t have performed better.

The NH90 is the first medium lift helicopter to provide a high level of protection for both crew and passengers, and can operate in austere environments. This feature is crucial in humanitarian and disaster relief operations. The NH90s are expected to play a key role in future missions, where they will continue to demonstrate their capabilities in supporting humanitarian assistance and disaster relief operations.

**By Luz Baguiloro, Public Affairs Manager – Joint Forces New Zealand**
Fiji authorities said the Orion saved them days of onsite damage assessments and enabled them to immediately secure international aid for cyclone relief efforts.

The operation in Fiji "demonstrated once again that we are well prepared to act swiftly in response to a crisis such as Winston", MAJGEN Gall said.

“Our early response helped the Fiji government know the scale of the devastation and galvanise support from foreign donors.”

Fiji’s Minister for Disaster Management Inia Seruiratu said they appreciated that New Zealand was able to dispatch immediately their P-3K2 Orion reconnaissance aircraft.

“We were overwhelmed and our resources were stretched. And with inadequate capabilities, it’s hard to imagine how we would have coped with demands for relief without New Zealand’s assistance.”

A C-130 Hercules followed on February 22 with almost 13 tonnes of aid supplies funded by the NZ Aid Programme. As of March 16, the C-130 had delivered almost 120 tonnes of New Zealand aid to Fiji.

News that New Zealand was assisting Fiji’s disaster recovery efforts had been warmly received at the Tuatua Nasau Primary and Secondary Schools in Koro, an island 106km north of Suva and one of the worst-hit areas. The schools are serving as temporary shelters to Nasau village’s 500 residents who have been left homeless.

“We lost everything because of Winston – our house and everything in it, our little farm... We’ve been left with nothing and we don’t know what the future holds. So we are grateful that New Zealand and other countries are helping us,” 23-year-old housewife Eseta Kaitani said.

“I saw the helicopter arrive this morning and a Fijian soldier told me it was the New Zealand military. That’s good because the Fiji government needs international help to rebuild everything that has been destroyed by the cyclone.”

The NH90s are operating out of Nausori Airport in Suva and some of the remote outlying islands including the northern Lau archipelago, which lies 293km east of Suva.

SQNLDR Pryor said one of the RNZAF’s fuel tankers was deployed to Savusavu on the south coast of Vanua Levu Island, which lies 177km north of Suva, to extend the NH90s’ radius of operation.

The helicopters were transported to Fiji by multi-role vessel HMNZS CANTERBURY, just like when they were taken offshore for the first time in June 2015 for Exercise Talisman Sabre, Australia’s largest warfighting exercise.

Since they were introduced into the RNZAF in 2013, the NH90s have been used for search and rescue missions, transport for military and government personnel and lifting of equipment while also maintaining a counter-terrorism response.
“Crusader this is Saracen, airborne to starboard with POB 7, underslung load, endurance 1+30.”

The past month has seen the SH2G(NZ) take a break from its primary role of maritime surveillance and warfare and instead concentrate on conducting aerial support to the Fijian islands as part of the NZDF Humanitarian Assistance and Disaster Relief response to TC Winston. No. 6 Sqn currently has a Sprite on HMNZS CANTERBURY, which along with 14 maintainers and five aircrew represent the squadron’s entire deployable strength as the aircraft gracefully glides into retirement to be replaced by the SH2G(I) model.

With HMNZS CANTERBURY anchored in the Northern Lau Group of islands sustaining amphibious operations to the main island of Vanu Belavu, the Sprite’s tasking has focussed on the outlying islands, many of which do not have suitable boat access for anything larger than a small pleasure craft, rendering support via anything but air untenable. To this end the Sprite has been providing medical teams, Army Engineers, USAR and Fijian National Disaster Management Office staff. It has also underslung stores to the remote settlements and villages on these islands, many which were devastated by the cyclone and are in dire need of supplies (especially clean water). With so much devastation, the resulting debris has rendered otherwise suitable landing zones unsafe, therefore the primary access to these villages has been landing on the beach. Certainly not your typical day at the office for a Sprite crew, but a great example of the versatility of the aircraft nonetheless!

Due to the large number of small islands in the Northern Lau Group and the relative isolation of each, tasking for the Sprite has been extremely busy – the aircraft has flown an average of 4.5 hours per day, often being re-tasked airborne as the priorities evolve including providing short notice CASEVAC support for the CANTERBURY and the land force. This is a very high flying rate for an embarked flight, and is only made possible by an extremely dedicated and talented maintenance and flight deck team who work long hours in the sweltering conditions on the flight deck. Thanks to their efforts the ship has enjoyed maximum serviceability from the aircraft, and no tasking to date has been lost as a result of unscheduled maintenance.

Op PACIFIC RELIEF represents the last operational deployment of the SH2G(NZ) model before its retirement next month, and given the volume of flying and output achieved from the aircraft it’s certainly a high note to go out on. This year caps off 15 years of fantastic service from this aircraft, operating in a wide variety of theatres all over the world in support of RNZN ships and wider NZDF outputs. Whilst eyes are certainly set on the horizon and the excitement surrounding the succession of the upgraded SH2G(I), Op PACIFIC RELIEF has given the NZ model its final and well deserved moment in the spotlight.

By Lieutenant Commander Alex Trotter, Flight Commander, HMNZS CANTERBURY

LEFT: The Seasprite helicopter delivers an under-slung load to Yacata Island. MIDDLE: New Zealand Ministry of Foreign Affairs Liaison Officer Mr Nigel Ewels (left) helps stack food aid supplies on Yacata Island after delivery by the Seasprite helicopter. RIGHT: NZDF and Republic of Fiji Military Forces personnel remove construction supplies from a Drop Zone on Yacata Island, as the Seasprite helicopter approaches with another under slung load.
A major research breakthrough has revealed the number of New Zealand troops who served in Gallipoli is almost double the figure originally thought to have been there.

The research, undertaken by the Ministry for Culture and Heritage (MCH) and the New Zealand Defence Force (NZDF) has found the total number of New Zealand soldiers who served at Gallipoli in 1915 is certain to have been more than 16,000. This new total number almost doubles the original number of 8556 soldiers implied by General Sir Ian Hamilton in 1919 in his preface to the New Zealand official war history of the Gallipoli Campaign.

MCH Chief Historian Neill Atkinson said the research, which began in November last year, is the most comprehensive investigation ever undertaken into the total numbers of New Zealand soldiers who served at Gallipoli. “Thanks to Archives New Zealand’s digitisation of First World War service records in 2014, the researchers were able to analyse thousands of individual military service files but soon discovered there were limitations to these types of records. “First World War military service files recorded a soldier’s military career, movements between units, and illnesses, but were less concerned with placing them in a particular campaign or theatre of war. Sometimes that ‘Gallipoli box’ simply wasn’t checked,” said Mr Atkinson.

Further analysis of unit movements and official war diaries gave a much better understanding of Gallipoli service, but NZDF Historian John Crawford was certain there must have been other records maintained of unit strength, departure of casualties and arrival of reinforcements.

The major breakthrough came in January when Mr Crawford discovered the notebooks of the Deputy Assistant Adjutant General (DAAG) of the Australian and New Zealand Division in Archives New Zealand. “These meticulously kept records detail the movements of Australian and New Zealand Division soldiers on and off the Peninsula during June, July and August 1915 and meant we could calculate the total numbers with a much higher accuracy,” Mr Crawford said.

The research initially looked at 2429 service records of the 6th Reinforcements, the last reinforcement to reach Egypt before the end of the 1915 Gallipoli campaign. This analysis showed that at least 76% of these men served at Gallipoli, but that military service records alone could not provide a definitive answer. The project expanded to cross-reference unit administrative files and to search for other relevant material, including the recently-rediscovered DAAG’s notebooks.

The final figure was reached by adding the results of the 6th Reinforcement research, the numbers estimated to be present in April-May 1915, and the numbers from the DAAG’s notebook research. “This figure is by no means final but it’s the most accurate we can achieve using the evidence we have discovered to date,” said Mr Crawford.

**NEW RESEARCH DRAMATICALLY INCREASES NUMBER OF NZ SOLDIERS AT GALLIPOLI**

8556
NUMBER OF SOLDIERS ORIGINALLY THOUGHT TO HAVE BEEN SENT TO GALLIPOLI

16,000
THE CONSERVATIVE ESTIMATE OF HOW MANY SOLDIERS SERVED IN GALLIPOLI

20,000
NZERS WERE SENT TO THE MIDDLE EAST TO TAKE PART IN THE CAMPAIGN

2779
THE TOTAL NUMBER OF DEATHS FROM THE CAMPAIGN HAS REMAINED THE SAME

1311
THE NUMBER OF RETURNING SICK AND WOUNDED BETWEEN JUNE AND AUGUST

4332
THE NUMBER OF NEW REINFORCEMENTS OVER THAT SAME PERIOD
On Anzac Day this year, New Zealand Defence Force (NZDF) personnel will be supporting about 300 Anzac Day services and commemorations from the top of the North to the bottom of the South here in New Zealand.

NZDF personnel will also be taking part in commemorations overseas to mark this significant day, and other major battles in New Zealand’s history.

Last year was the centenary of the ANZAC landings at Gallipoli. April 25 this year marks 100 years since the first Anzac Day services were held.

This year also marks the start of centenary commemorations of the New Zealand Expeditionary Force’s arrival on the Western Front. And with this in mind, NZDF personnel will mark Anzac Day not only in New Zealand and Gallipoli but also in France and Belgium. Then, on September 15, the first of a number of significant World War I centenaries will be commemorated overseas – the anniversary of New Zealand’s involvement in the Battle of the Somme.

Eighty-two percent of all of the New Zealand Expeditionary Force’s casualties were in this battle and the two years of fighting on the Western Front that followed. The Western Front is now remembered for trench warfare, mines, barbed wire, gas and tanks – industrialised modern warfare on a scale that hadn’t been seen before.

Anzac Day is commemorated by NZDF personnel, and New Zealanders everywhere, who think back on the past and take stock of where we are today.

Flight Lieutenant (FLTLT) Carsten Grimm believes it is important for people to stop their busy lives for a moment to do that.

The former helicopter pilot and flying instructor, who is now a trainee psychologist based at Burnham Camp, says Anzac Day services are a time to reflect on both the past and the present.

“I think it is important that we stop and take a moment to reflect on the past and think about the sacrifices made by the people who have served in previous conflicts,” he says.

In reflecting on the past, “we realise how good we’ve got it, how lucky we are, there but for the grace of God and in a different time and place …. For those serving, we realise that implicitly”.

Getting out of bed early to attend a dawn service also acts as a small but tangible reminder of the hardship endured.

“That small bit of discomfort we experience when we get up early to go to a dawn service is a useful reminder of the larger sacrifice made.”

It’s also an opportunity to reflect on the ongoing sacrifices military people continue to make in the service of their country, he says.
“People are still making sacrifices for the things they strongly believe in and finding the courage to stand up for what they believe is important.”

FLTLT Grimm will attend the dawn parade in Christchurch with his partner and their three girls and they’ll also go to a 10am service in Lyttelton. While the mood at Anzac Day services is sombre, his daughters feel proud to be part of it, as do so many other young New Zealanders who appreciate the significance of the day, he says.

In Wellington on Anzac Day, Corporal (CPL) Maaka McKinney will read the Ode of Remembrance in te reo Maori at the Last Post Ceremony in Pukeahu National War Memorial Park.

CPL McKinney joined the Army in 1990 and has served in Iraq and Bosnia. He’s seen some “ugly places” and while he doesn’t believe this compares to what soldiers went through in the First and Second World Wars, “I can relate in some form”.

“It is important for our future generations to never forget the sacrifices that not only those servicemen and women made but also those that Sailors, Soldiers and Airmen and Airwomen make today,” he says.

“Anzac Day is a day of reflection and reminiscing days of past in peace and war and having a sense of pride in the uniform I wear and the service I represent. Reciting the Ode on Anzac Day in front of the Tomb of the Unknown Soldier is not only a privilege but also an honour. And one that I will cherish and remember forever.”

As part of the build up to Anzac Day services, NZDF personnel have also been involved in preparations – such as in Tinui where NZDF personnel from 2ER and QAMR have been helping upgrade the Anzac Memorial Walkway. Tinui was one of the first places to hold an Anzac Day commemoration in New Zealand. Numbers at Anzac Day services there have swelled over the past five years from about 50 people to about 2500 last year.

Thousands of people are expected to attend Anzac Day services again this year, with NZDF leaders and personnel there in numbers as part of services and commemorations, supporting communities as well as personally taking a moment to reflect on the past and the future.
Innovation

BLACK BELT IN EFFICIENCY

By John Reps, Business Support Manager Logistics Command (Air) – Defence Logistics Command

“People’s time is money – the more time people have to work on core military functions, the better off we are.”

Streamlining processes and achieving consistent results are ideals that NZDF staff strive towards. The pinnacle of Continuous Improvement has now been reached with the first Black Belt in Lean Six Sigma awarded to Pete Morgan.

Logistics Command (Air) LC(A) has been involved in Continuous Improvement activities since the inception of the Defence Excellence Branch within the NZDF in 2012. Some fruits of this labour have expanded beyond improvement of process and procedure, to include the improvement of people and the skill sets they possess. A good example of this is the first NZDF-certified Black Belt for the Lean Six Sigma methodology, Pete Morgan.

A member of the LC(A) Business Support Team, Pete has achieved the highest level of training and certification in this methodology, offered by Defence Excellence. This is a solid reflection on his dedication and drive to make things better.

To become a Lean Six Sigma Black Belt is not easy. Many hours of focussed work, practical application and study on organisational improvement are required as well as a strong desire to make the organisation, as a whole, function better.

Pete will instruct others in the Lean Six Sigma principles and be a mentor for many in their own Continuous Improvement efforts.

Lean Six Sigma is all about a structured and methodical approach to problems, Pete said.

“It’s formalised common sense.”

It is like fixing a car, but making it better than before it was broken. The biggest value Lean Six Sigma gives to the NZDF is it frees up personnel’s time, Pete said.

“Lean is about the elimination of waste...so it’s about stopping time wasting and concentrating on the stuff that’s value added.

“People’s time is money – the more time people have to work on core military functions, the better off we are,” he said.

Pete’s certification was not the only notable milestone of improvement within LC(A) and to a degree, the Chief Engineering (CENG) organisation.

After a major facility refurbishment, a new formation of the Fleet Support team has been developed for Base Auckland.

The Fleet Support team brings the engineering (CENG) and the logistics (LC(A)) support services for aircraft maintenance under one operational concept.

Now, what were once small segregated offices that promoted “silo” operations have been converted to an open plan design which contributes to a higher degree of coordination and rapid solution development.

In the near future improvement activities will be conducted, with the help from our in-house Black Belt, as well as the establishment of a Quality Management System. Watch this space as we refine our processes, get to the root of what is causing us grief and at all times maintaining a staunch vision of who our customers are. This is the way we, at LC(A), contribute to maintaining our Force for New Zealand.
Sergeant Aaron Wood has won the inaugural NZDF Innovation Award by creating a system that not only generated significant efficiencies in the NH90 600 Flight Hour servicings, but could be used to help drive efficiencies in future projects.

Last year the fleet-leading NH90 helicopter reached the milestone of 600 flying hours, after which a heavy servicing was required. Being a relatively new helicopter globally, these large maintenance activities are a significant challenge to bring together all the moving parts to complete the servicing in an acceptable timeframe that did not present an adverse impact to fleet availability.

It soon became clear that the scale of the servicings was significant and would be difficult to complete within a certain timeframe, due to the nature and complexity of the NH90 maintenance programme.

SGT Wood tackled the problem head-on and developed a sequencing spreadsheet to be able to manage the workflow and personnel during the work.

“There is the ability for that sequencing tool to use information exported from the Computerised Maintenance Management System (CMMS) and other sources including the Interactive Electronic Technical Publication (IETP) suite to link everything together.”

The system proved its worth immediately, trimming significant time off the planned servicing downtime and will be used for future servicings, he said.

The system would continue to be upgraded in order for efficiencies to be made in the future.

Being presented with the Innovation Award was “a bit of a surprise”, SGT Wood said. “I only knew I was nominated for it when I got invited to go to the event. It was probably about four days before it happened.”

SGT Wood spent hours of his own time working on the project, so it felt pretty good when his work was recognised.

His advice to men and women new to the RNZAF was to not shy away from being innovative within their specialist trade.

“Give it a shot. Don’t present problems, come up with a solution and give it a quick go in your spare time and present a solution that will work and is likely to be adopted.”

“As long as the solution works within the bounds of the Air Force policy, the RNZAF is pretty receptive to innovation.”
With a name that sounds like it came from David Attenborough or Jacques Cousteau, Exercise OCEAN EXPLORER 16 was anything but a nature documentary – unless you count trying to make submariners an endangered species! Held in the Western Australian Exercise Area (WAxA) over a three-week period in February/March, the exercise was part of the Royal Australian Navy (RAN)'s annual Fleet Concentration Period.

An RNZAF P-3K2 joined forces with the Royal Australian Air Force (RAAF) and United States Air Force (USAF) at RAAF Base Pearce, to practise Anti-Surface and Anti-Sub Surface Warfare (ASuW and ASW) techniques and tactics. With up to two RAN Collins class submarines prowling the waters off Perth it was a great chance for the Airborne Surveillance and Response Force (ASRF) to work on skills that had not been exercised much during the 16 months of deployment in the Middle East on Operation TAKAPU.

A highlight was a sortie requiring a RAN vessel to run the gauntlet between two simulated choke points – each a 15 NM 2 box containing a submarine. Detachment Commander WGCDSR D.J. Hunt explains, “The RAAF and RNZAF P-3s were to provide assistance to deter, detect and destroy the submarine without either sub being able to get into a position to fire on the ship.”

The ASRF completed six sorties overall, and achieved all the training objectives for the exercise. This included working alongside coalition partners, exchanging ideas and procedures, and successfully integrating the ASRF into the RAAF Mission Support centre. Exercises like this assist in future deployments and activities, according to WGCDSR Hunt. “This was borne out with the search for Malaysian Airlines Flight MH370, and counter-piracy operations conducted in the Middle East. It makes those operations easy because we work together well,” he said.

With a good foundation laid at Ocean Explorer 16, the ASRF can look forward to moving up to a whole new level of complexity in ASW at Exercise RIMPAC 16 later in the year.

### RIM OF THE PACIFIC NATIONS
(OPEN SOURCE, NUMBERS MAY VARY BETWEEN SOURCES):

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<tr>
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*Unconfirmed (Most likely less)

### WHY ASW?

With New Zealand as a nation relying heavily on trade via the sea, the ability to secure and maintain the Sea Lines Of Communication (SLOC) is vital. This extends beyond our immediate shores into areas where we have a common interest with our allies in protecting the SLOC and allowing trade to continue unimpeded. With the submarine proving such a deadly threat to shipping in both World Wars, and New Zealand having a significant role in the security of the region, practising ASW means the ASRF can keep one ear under the water as part of its surveillance role.
Buller task reaffirms NH90s’ lifting capability

The NZDF’s assistance has been significant because of the complexity and size of this task,” said Phil Rossiter, Chairman of the Mokihinui-Lyell Backcountry Trust, a charitable trust which operates the 85-km Old Ghost Road.

Mr Rossiter said the excavator, loaned by the Gough Group, was used in the early stages of constructing the Old Ghost Road in 2011. Recovering it with a conventional helicopter would not have been feasible. Now that it has been recovered, the excavator will be returned to the company.

Parked amidst thick bush on the southern part of the iconic track in the past four years, the excavator was limited to a narrow working area and owing to its size, could not be recovered under its own steam. So when the NZDF announced that it was holding Exercise Southern Katipo 15 (SK15) in the Buller, Tasman and Marlborough districts in the South Island, Buller Mayor Garry Howard immediately put in a request for NZDF assistance to remove it.

“Welcoming and hosting SK15 was a great honour for the Buller district and the NZDF’s support with select community projects such as this is icing on the cake,” Mr Howard said.

“SK15 not only provided a real economic boost but a huge morale boost to a community that has been hit by restructures in the mining industry, the imminent closure of a cement plant and a downturn in the dairy industry,” he added.

Squadron Leader Phillip Wilson, who commanded the operation, said “flying tasks such as this provide valuable training, with the added bonus of benefitting the community who we worked alongside with during SK15”.

The RNZAF NH90 helicopters are versatile. They can be deployed in many environments, from the tropics to the mountains, and support a number of government agencies.

In October 2013, the NH90s proved their capability to lift heavy equipment when they assisted with the Pike River re-entry by removing 35 tonnes of debris from the mine’s ventilation shaft. 
Feature

WARBIRDS OVER WANAKA
The 15th Warbirds over Wanaka air show once again saw a big presence from the RNZAF, one of a record four Air Forces involved in this year’s flying displays.

The fine Easter Weekend weather helped draw crowds of 50,000 through the gates to see some impressive flying from the RNZAF fleet. No. 3 Sqn’s NH90 and A109 helicopters, a two-ship formation flypast and singleton aerobatic display of 14 Squadron’s T-6C Texan II pilot training aircraft delighted the crowd. And a role demonstration from a No. 40 Sqn C-130 Hercules, which ended its display by deploying ‘Angel Flare’ countermeasures, was stunning to watch.

However the show didn’t stop for the RNZAF after each day’s flying as the aircraft were then parked up for static displays. The chance to climb through the cabin of the NH90 and sit in the pilot’s seat of the Hercules had young and old quickly queue up to get a rare inside look at these new and upgraded aircraft. Alongside these were staff from Defence Recruiting and their recruiting bus, who were able to give an insight into a career in Defence for those who liked what they saw.

The military presence of the RNZAF was complemented by displays from a FANC (Forces Aemees de la Nouvelle-Caledonie) CASA, Royal Australian Air Force Hawk 127 display team and a United States Air Force C-17 Globemaster.
Trainee medics experience life on board HMNZS CANTERBURY

By OMA Mary Walsh and OMA Rebekah Horgan

Defence Health School (DHS) trainee medics from across the services spent time on HMNZS CANTERBURY to get a taste of life as a naval medic earlier this year. This was a truly tri-service event, travelling from Christchurch to Wellington on board an RNZAF C-130 Hercules before embarking ship to sail to Lyttelton Harbour and then finally being picked up by 2/1 Battalion MHOV’s for return to Burnham.

During our time away we were incorporated into life on ship, observing Colours, listening to pipes, assisting with the embarking of stores and helping out with the ship’s Open Day while it was docked in Wellington.

During the Open Day, DHS(NZ) students were able to show members of the public around the RHIBs as well as helping them in trying on breathing apparatus and other fire fighting equipment.

We were also able to talk to them about our training as well as connect with retired service members and hear stories about how different life in the military was back in their day. This was a good opportunity for us to interact with the public and gain a better understanding of our relationship with the people.

We were also given the opportunity to learn in greater detail the day to day role of a medic while at sea. Under the guidance of the Petty Officer Medic (POMED) on board, we were able to learn how to work with two different kinds of stretchers. This included using the Ferno stretcher to manoeuvre the “patient” off the RHIBs during man overboard exercises and learning how to move critically injured patients between decks and around the ship in a basket stretcher.

This opportunity was as valuable to the RNZN medics who went, as it was to the RNZAF and NZ Army personnel who attended as it demonstrated how they could one day have to interact in a tri-service capacity. Many thanks to the entire ship’s company who made us feel welcome on our trip as well as the instructors at DHS and HMNZS Pegasus who made the trip possible.

New Zealand Cadet Forces (NZCF) was given the opportunity to send two female Under Officers (UO) to the RNZAF Women’s Development Forum 2016. UO Hannah O’Byrne, NZCF, No 01 (City of Wellington) Squadron (SQN), Air Training Corps (ATC) has written about the experience.

“I was lucky enough to spend an amazing two days at Ohakea representing Cadet Forces at the RNZAF Women’s Development Forum. Over the two days I was inspired by people doing amazing things both inside and outside of the forces, showing that women can have it all and achieve great things in traditionally male dominated areas. Alongside the hours of inspiration I also got the opportunity to network with influential people and share ideas about where to go from here from my perspective as a young woman and as a cadet. It’s opportunities like this that make me so thankful for the NZCF and the amazing women who inspire me every day to have faith and confidence in my abilities and to have the courage to support other women in their own personal journey, wherever that may take them.”

INdOORWOMEN’S DEVELOPMENT FORUM INSPIRES
Three personnel from the three services are the first to have graduated as Helicopter Loadmasters in the first course to teach the trade since it was rebranded from Helicopter Crewmen.

Able Helicopter Loadmaster James Drain, Navy; Able Helicopter Loadmaster Joshua Boon, Navy (service change from Army); and Sergeant Phillip Delaney, Air Force, all graduated late last month at Base Ohakea.

Helicopter Loadmaster Senior Loadmaster Instructor for the A109s, Warrant Officer Richard Wing said the crews’ training does not stop after the Helicopter Basic Course. The graduates would go on to complete conversion courses and specialise in the helicopters they were sent to operate – either the NH90s, Seasprites SH-2G(I) or the A109s.

The type of work for the NH90 for example, is varied and could change very quickly, W/O Wing said.

“So one day they can be transporting passengers, then transporting underslung loads, the next minute they could be loading and unloading the helicopter with stores or freight as they are doing right now in Fiji, they could be then winching somebody off the side of a hill during a SAR or Aeromedical Evacuation and in an operational environment they could be operating door guns.”

Battlefield support is the main role for No. 3 Sqn, which operates the NH90s and Naval Support for No. 6 Sqn, which is currently transitioning to the Seaspriete SH-2G(I), he said.

Without the helicopter loadmasters, you can’t really deliver any effect. We work in a crew environment, so it’s important to stress that we can’t do our work without the pilots and the pilots can’t do their job, or deliver or complete the mission without us sitting in the back.

“Without helicopter loadmasters in the NH90 for example, it would be hard to deliver an effect in the battlespace.”

SGT Delaney said he wanted to be part of an aircrew because it was both a “doing” job and a mentally challenging one.

“You can’t just leave your brain behind – you’ve got to think about what you’re doing, which I quite like. It’s not a normal 9-5 job. You need to be flexible.”

There were also travel opportunities, which most people probably wouldn’t normally get, SGT Delaney said.

“You are certainly going to do and experience things that the normal run of the mill person never will,” SGT Delaney said.

The squadrons that loadmasters work with can also support the NZ Army, our allied militaries as well as the NZ Police and other government agencies.

Tasks are time critical in their execution, so loadmasters are trained to quickly analyse the situation, determine a course of action and communicate it effectively to achieve the mission.

If this role sounds like a challenge you would like to take on, check out the job opportunities here: [http://www.defencecareers.mil.nz/air-force/jobs/helicopter-loadmaster](http://www.defencecareers.mil.nz/air-force/jobs/helicopter-loadmaster)
There have been some changes to the RNZAF uniform. This article is part one of a two-part series keeping you up-to-date on the new kit. Here’s what you need to know...

GENERAL PURPOSE UNIFORM (GPU)

We have had an interesting start with the introduction of the GPU! The first trialists in early last year provided great feedback that resulted in a few design changes to the original design. Sizing was carried out for most of the eligible personnel last year, with expected delivery between February and April 2016.

Then Tropical Cyclone Winston hit Fiji. While many may say, how would this affect me getting my uniform? It actually did! The RNZAF had agreed to have the bulk of the GPU manufactured in Fiji, so with there being nil electricity for nearly two weeks during manufacture, it altered delivery dates for us back here.

Delivery of the GPU has now been carried out in Wellington, to over 200 Ohakea personnel, over 200 priority trade personnel and all those that needed specially made uniforms. Delivery to Whenuapai, Woodbourne and Christchurch is expected this month.

NB: If any personnel have any issues with their GPU, be it quality, wrong sizes etc, then please go into your WWG clothing store in the first instance or contact F/S Shar Carson.

OTHER LAYERS FOR THE GPU – FLEECE AND LIGHTWEIGHT JACKET

Much like the layering for the Army MCU and the RNZN GWD, the RNZAF decided we had a need for protective outer clothing in support of our new GPU. As well as the GPU, both the fleece and the lightweight jacket will utilise a Flame Resistant (FR) and anti-static fabric.

There will be a trial across the RNZAF of the fleece and the lightweight jacket, which will be carried out by 40 personnel. The idea is to trial these over the winter months to grasp an indication of their effectiveness, in design and functionality. Basically we want to know if they keep us dry and keep us warm.

Once the trial is over, all the trialists will submit their feedback and we will make changes if needed. We also have two RNZN officers trialling the fleece as there has been interest from the RNZN to see if they might have a need for the fleece with their GWD.

Further updates will follow.

WET WEATHER UNIFORM FOR RNZAF PERSONNEL

To coincide with the introduction of the GPU, and the phasing out of the Woodland DPM wet weather uniform, all RNZAF personnel will be entitled to order (at unit expense), the Navy wet weather Jacket and overtrouser. They are both on the SRM catalogue and available to order.

These are not FR, but both the RNZN CM and I are looking at an option that has been presented to us, to change the fabric for future production of these items. More to follow.

HELICOPTER LOADMASTER CHANGE OF NAME – HALF BREVETS

With the change of name from Helicopter Crewman to Helicopter Loadmaster (HLM), there was a need to change the half brevet worn by this trade.

The project is now nearing completion. A bulk order of half brevets in the cloth, metal and mess dress have been sent to 3SQN FSS for distribution. HLM are encouraged to contact 3SQN FSS in the first instance, however should any HLM not receive their new half brevets, they are available to order via SRM.

SAFETY BOOTS

This is always an interesting topic, and rightly so. When it comes to our people wearing the correct footwear when working in such a range of hazardous environments, it is important to be wearing the right equipment that will do the job.

The Army have created a boot catalogue which has a very large selection of boots available to all NZDF. What our people need to be aware of, is that Army carry out and perform in very different environments to us, so many of the boots on the catalogue are a FIELD boot, not a SAFETY boot.

There have been two new styles of safety boot introduced, and they are:

- Magnum PRMX – Black
- Magnum PRMX SZ – Black (side zip).
WHAT IS NEW?

NAVY WET WEATHER OVER TROUSER

MAGNUM PRMX – BLACK

NAVY WET WEATHER JACKET

MAGNUM PRMX SZ – BLACK (SIDE ZIP)

Your input and involvement in RNZAF clothing is important for all present and future RNZAF personnel, and the re-formed RNZAF Clothing Board has been structured to support that. So if you would like to submit a suggestion or you have a new idea, please contact the RNZAF Clothing manager through the “RNZAFClothingManager” inbox or F/S Shar Carson, who will be able to point you in the right direction.
An iron hisses gently in the background and a thimble on her finger catches the light as Lucy Horton talks animatedly about her 35 years of ensuring the airmen and women of Ohakea look their best in their uniforms.

The Ohakea tailoress has just celebrated her 80th birthday and the busy workroom of this accomplished seamstress plainly shows the affection and respect Air Force personnel have for her.

Chief of Air Force commendations, signed photos by pilots of aircraft that have come and gone, and pictures of family and children of personnel that have experienced Lucy’s meticulous attention to detail line the walls of the room.

Lucy walked into the workroom in 1981 and while things have changed a little around her, she works for WorkWear Group now, she says she loves the job as much now as the day she first arrived.

“I have heard so many positive things in my time. I love the community spirit from people here. They look after each other and they look after me. I’m very lucky.”

She has adjusted the uniforms of everyone from the first female jet pilot to the latest graduate and it would be reasonable to believe Lucy has been privileged to a lot of information, but no one’s privacy has ever been compromised. Her lips are sealed.

“I think it’s lovely that I have made maternity smocks for many Air Force women and I am now working with quite a few of the children those smocks covered up,” she says laughing, her eyes twinkling with delight.

She’s been invited to weddings and official functions, asked to be God Mother to someone’s daughter and has met royalty. For her birthday she was treated to a helicopter flight in an A109 to Woodbourne and has been up in the Harvard too.

“I do get spoiled, I’m very lucky.”

Lucky is a word Lucy uses a lot but it hasn’t always been an easy ride. The sprightly woman had many surgeries as a child to correct a deformity with her legs and surgeons were convinced she wouldn’t walk properly, or would certainly be in wheelchair decades ago.

She swims regularly and is a regular fixture at the Ohakea gym.

Her tenacity and can do attitude has seen her right over the years after she graduated from her dressmaking apprenticeship in Palmerston North in 1957 and then started her own business, making sure the ladies of the district were impeccably dressed.

“They really dressed up back then for balls and occasions. It was lovely.”

Asked if she intends to retire anytime soon Lucy laughs and says, “Do what you can, when you can and for how long you can.”

Judging by a card in her office that reads ‘Lucy, the best tailoress ever,’ she’s going to have a hard job convincing those around her to ever let her go.
Dr Len Thompson has been awarded an international award for his services to aviation. He was presented the Paul Tissandier Diploma at the Bay of Islands Aero Club earlier this year.

The diploma is an international award established in 1952 by the Fédération Aéronautique Internationale. They are presented to people who have served the cause of aviation by their work, initiative or devotion.

Dr Thompson has had a long and distinguished career in aviation medicine that started in 1960. During his time in the RNZAF, he and his staff voluntarily provided weekend courses in aviation medicine to flying schools, airlines, and aero, gliding and parachute clubs.

He also provided medical support for the RNZAF’s fledgling helicopter Search and Rescue unit and participated in rescue missions, including some in treacherous conditions from ships in rough seas.

Dr Thompson also founded the Wigram Gliding Club and later the Base Auckland Aviation Sports Club.

Included in Dr Thompson’s achievements are his work as Air New Zealand’s Principal Medical Officer and director of the International Academy of Aviation and Space Medicine.

He is currently working on sections of a new Human Factors manual for New Zealand pilots.

Dr Thompson is Vice-President of the Bay of Islands Aero Club and also flies his own aircraft, a scale copy of the P-51 Mustang flown by him in the Air Force during his RNZAF service.
Every year Auckland hosts Pride Festival, a celebration of all things Lesbian, Gay, Bisexual, Transgender and Intersex (LGBTI). Rainbow flags stretch from Ponsonby’s coffee shops to the wharf at Devonport, from K’ Road to the Viaduct Harbour and the city takes on an altogether more ‘colourful’ feel.

The highlight of Festival is the Auckland Pride Parade which draws in over 100,000 spectators from around the world to watch charities, community groups, celebrities and ‘LGBTI Friendly’ employers showcase their support for the community and promote equality. Standing out amongst the colour and the flamboyance is an altogether different sense of Pride – pride in being part of an organisation leading the world in LGBTI inclusion, an organisation that recognises diversity as a key strength. This year members of the NZDF led by the LGBTI support group OverWatch, marched in the parade. The contingent included openly gay, lesbian, bisexual and transgender service-people and civilian staff, friends, family, allies and some notable ‘STR8-M8s’.

The senior officer on parade was CDRE David Gibbs, Deputy Chief of Navy. DCN was joined by RNZAF Base Auckland’s Base Commander GPCAPT Tim Walshe, as well as other senior leaders from across the Services and members of the ‘WOLF Pack’ – the NZDF’s Warrant Officer Leadership Forum.

At the other end of the rank spectrum were members of the junior ranks, some marching in solidarity with their LGBTI comrades, others, recently ‘Out’ wanting to stand up, be counted and serve as a role model for others. ASA Ethan Sharples who was marching for the first time commented afterward of the importance to make sure everyone has support. This view was echoed by other STR8-M8s who walked alongside the parade as marshalls.

The need to provide support, whether to the NZDF’s LGBTI people or to their Commanders and Managers is a key part of what OverWatch is about. Marching in the Pride Parade is a great way to raise visibility of OverWatch and for our people to visibly state their support of diversity within the ranks. But behind the scenes OverWatch is working hard to ensure everyone in Defence has access to advice, support and help should they need it.

“Supporting our LGBTI people is important because the NZDF relies on inclusive teams to be fully effective – plus, it’s just the right thing to do.”

- WO Mark Harwood

If you or somebody you know might need help from OverWatch, we can be contacted at overwatch@nzdf.mil.nz or you can find us online at www.facebook.com/nzdfoverwatch
A new photo exhibition has recently opened at the Air Force Museum of New Zealand, which is guaranteed to appeal to animal lovers. “Pooches and Pilots” uses photos from the Museum’s own archive to explore the special relationship between airmen and their dogs – from the squadron mascots and pets of the two world wars through to the Military Working Dogs (MWDs) that serve in our Air Force today.

The ‘squadron dog’ has always been a part of military aviation culture, particularly during wartime. They had an important role to play; at a time when the future was far from certain for many young airmen on active operations, their canine companions offered some comfort and distraction from the grim realities of war. Through their unwavering devotion and boundless affection, they kept spirits high and provided a temporary link to normality and peace. Even after the two World Wars, dogs continued to play an important role in Air Force life and of course today, they can still be found amongst the ranks of the RNZAF, with a small squad of MWDs working alongside their human handlers in Force Protection.

The exhibition contains a fascinating range of images, from World War I to the present - from official portraits to personal snaps, moments of poignancy to light-hearted humour.

TOP: Renowned World War II NZ fighter pilot, Group Captain Des Scott, with his pedigree wire-haired terrier ‘Kim’.

BOTTOM: Two RNZAF officers with ‘Muldoon’, a stray dog which was adopted as a mascot by members of No. 41 Sqn stationed in Singapore during the 1970s. ‘Muldoon’, named after the then NZ Prime Minister, was even given his own service number and service record, which is now held in the Museum archives.
REMEmBERING THE FIRST WORLD WAR WITH STAMPS AND COINS

ew Zealand Post is proud to mark the centennial of World War I with a five-year stamp and coin programme that honours those who served and those who did not return home. We look at key events from 1914-1918 that helped shape New Zealand’s identity as a confident, stand-alone country and tell the stories of individuals who served New Zealand.

New Zealand Post’s predecessor, the Post and Telegraph (P&T) Department played a crucial role in New Zealand’s experience of the First World War. Soldiers overseas were linked to their families by the military postal system, which aimed to deliver a morale-boosting package to each man every month. News of injury - or worse - was broken to loved ones by telegrams delivered by bicycle.

Nearly 3000 P&T employees signed up for the New Zealand Expeditionary Force (NZEF), 234 of these men died. Some sorted mail in cramped dug-outs, laid telephone lines to the front, or operated bulky field wireless sets in places like Mesopotamia (Iraq). P&T men served throughout the NZEF - in the infantry, artillery and mounted rifles as well as administrative positions. Auckland lineman, James Crichton, was a private in the Auckland Regiment when he won a Victoria Cross for bravery under fire.

1914 For King & Empire was the first instalment in the programme, issued in 2014. The realities of war were an unknown at that time. The war was presented as an opportunity for a ‘great adventure’ for those who served, with the expectation that the war would be over by Christmas.

In 2015 the second instalment, titled 1915 The Spirit of Anzac, looked at 1915 with a special focus on the enduring Anzac bond we forged with our Australian neighbours as a result of the Gallipoli campaign.

In the third and latest instalment 1916 Courage & Commitment, the focus moves to the Western Front. Despite facing an escalating conflict with no end in sight, those who served continued to show incredible courage and commitment to the cause. The issue looks abroad to the Arras Tunnels, the Somme and the Middle East as well as back home with the first Anzac Day, the introduction of conscription and the role of the postal service in the war.

Though the servicemen may no longer be with us, their records live on. New Zealand Post’s five-year World War I programme is a unique way to remember, honour and commemorate those who bravely served 100 years ago.

You can find out more at nzpost.co.nz/wwi
It is with regret that we note the sudden passing of Defence Shared Services Group (DSSG) Service Delivery Manager Mr John Blackman after a very short battle with cancer. John joined the NZDF in September 2007 after emigrating from the UK with his family where he was employed at DSSG at RNZAF Base Auckland, Devonport Naval Base and Papakura Military Camp. John is survived by wife Lyn, and children Emma, Charlotte, Christopher and Elouise. His funeral service in the No. 5 Sqn hangar at RNZAF Base Auckland on March 29 was attended by approximately 200 family, friends and colleagues.

Before coming to New Zealand, John served with distinction in the Royal Navy between 1975 and May 1999, and also operated his own consulting company working closely with IBM (UK) Ltd and Westland Helicopters Ltd.

During his service career, John served in a number of conflict zones including Northern Ireland, San Carlos Bay and Goose Green in the Falklands aboard HMS Hermes, Lebanon on HMS Fearless, and during the first Gulf War. For his outstanding contribution to the relief effort in northern Iraq in support of the Kurdistan Humanitarian relief effort, John was presented with the Operation Provide Comfort Commemorative Medal by the Combined Task Force Commanding General.

John had a varied career in the Royal Navy. His service included three annual Artic exercises inside the Artic Circle in northern Norway, in the Caribbean aboard HMS Intrepid, and service at the Royal Navy Air base at Prestwick in Scotland. In 1990, he was selected for the Royal Navy Field Gun Crew competition representing the Fleet Air Arm at the Royal Tournament, Earls Court, London; becoming the only crew in the history of the Royal Tournament to win all five competition trophies.

John was awarded the General Service Medal for Northern Ireland and again for Southern Turkey/Northern Iraq, The Gulf War Medal and the Long service and Good Conduct Medal.

He will be remembered as a popular and very capable member of the senior team at RNZAF Base Auckland.

Donations in lieu of flowers may be made to Surf Lifesaving New Zealand.
May 17 marks 73 years since Flight Lieutenant Les Munro, Flying Officer Leonard Chambers, and 129 others took part in the now famous Dambusters raid. Before dying at the age of 96 last August, Les had been a keen supporter of the RNZAF and the Missing Wingman Trust.

To mark the Dambusters anniversary this year, each base across New Zealand is to hold a Missing Wingman Trust Shake-down to raise the profile of, and money for, the Air Force’s charity.

Each base is holding their own variation of the Shake-down, which might involve collections at the main gate or around base, morning teas, and other events. Some bases are holding a movie night, screening the original Dambusters film, and raising funds for the trust at the same time.

Recently the trust has provided new tertiary scholarships, as well as funding for grief counselling, funeral expenses, and other welfare support for families. The money raised through the Dambusters Shake-down will go towards further welfare support for Air Force families this year, and also enable the charity to increase the level of support it can give in scholarships for 2017. The charity has a goal of being able to support children of service people who are killed, the whole way through university. This is a big step towards that goal.

For more information on what’s happening in your area, contact:
- Auckland – W/O Phil Webley
- Ohakea – SQNLD Ron Thacker
- Wellington – SQNLD Tim Costley
- Woodbourne – FLTLT Jules Gilligan and W/O Dave Lark

WORKBOOK MYSTERY

A hunt is on for the family of the owner of an historical workbook that found its way into the hands of an NZDF officer.

Captain Bernard Redshaw was given the book belonging to DP Wadey who attended No 3 Wireless School in Winnipeg, Manitoba, Canada in June 1941.

“My nephew who collects military things found it and gave it to me,” he said.

“It is quite an interesting document, and I have already shown it to our School of Signals in Linton.

“I was about to deposit it in the RNZAF archives at Wigram, but before I do, I thought that there may be a possibility that his family can be found.”

If anyone knows the family of DP Wadey, please contact Captain Redshaw on either bernard.redshaw@nzdf.mil.nz or bernard.r@xtra.co.nz
The inaugural Whenuapui 6-hour Mopedathon was organised and run by the RNZAF Base Auckland Motorsports club last month and attracted 14 teams. After the massive success that Base Ohakea has had running the event over the last 10 years a group of us decided that we could make it happen.

The event was held on the roads and car park around the Sunderland Building and the base flag pole. The track, which was put together by a group of volunteers using a massive number of tyres and cones, took just under a minute for the fastest riders to complete a lap.

Under the watchful eye of the official race starter, 11-year-old Charli Pringle, the Le Mans style start saw 14 riders run across the track to their bikes, start them and start the race.

The following six hours were full of fantastic racing, great battles, crashes and some real Kiwi ingenuity in the pits to fix said crashes.

Many of the riders competing had no motor sport experience prior to the event, and it was great see the improvement in riding technique of many riders as the race wore on, and the corresponding reduction in lap times with LAC Andy McLaughlin claiming the fastest lap of 58.50 seconds.

The race finished at 3pm under control of head marshal 16-year-old Alyssa Bryant having 13 bikes finish and still running.

With the Italian Mega Pheasants claiming the overall win and the Geared Category trophy and Norfolk & Clue taking home the Non-Geared Category, special mention goes to AC Zach Baker for the crash of the day and the team Moped Mo’problems for the fix of the day after a kick-starter punched the crankcase and a split fuel tank.

Riders, pit crew, spectators and everyone involved thoroughly enjoyed the day, the entry fees and the BBQ managed to raise $400 for the Missing Wingman Trust.
“What a BANGER” was the most commonly used phrase throughout the duration of this year’s Board Riding event. Good weather, a good swell, and a good crew make up the recipe for a perfect surf trip. We were lucky to have all of the ingredients during our time in the quiet East Coast town of Mahia last month.

In typical surf trip fashion, we were up at the crack of dawn on the day of the event. We were extremely lucky to have a local legend, also a Navy diver, CPODR Rangi Ehu to show us the Mahia ways. He gave us constant updates on where the surf was, what the winds were doing, and which spots we should hit on the different tides.

CPL Carlin O’Neill organised and ran the competition with everybody having a go at being on the judging panel. A standout in his heat, CPL Louis Nicholas, had the highest wave count of the whole competition and got two of the best waves of his life. However, the judging criteria were tough and he was eliminated before the final.

Throughout the heats and semis there were some tough decisions to be made by the judges, but eventually the finalists were decided. CPL O’Neill, SGT Jesse Liddicoat, LAC Ethan La Trobe and CPODR Ehu, all from Base Auckland and Devonport Naval Base, went through.

The finals took place on the eastern side of the peninsula where we were greeted with perfect peaky barrelling A-frames. The finalists donned their rash tops and headed for the water. Twenty minutes on the stop-watch is all they had to prove they were better than their peers.

At times there were three people up and riding at once, making the judges’ job very difficult. LAC La Trobe committed one of the worst of surfing crimes, ‘dropping in’ on SGT Liddicoat. He was penalised for interfering with the Sergeant’s wave. He desperately tried to redeem himself and had more than a few good waves but the damage was done.

That left SGT Liddicoat and CPL O’Neill to fiercely battle it out over the short 20 minutes allocated. CPODR Ehu was ripping. On one wave he pulled into a barrel, shot out the end, smacked the lip, then lined up for a little air as the wave crashed. The judges were a bit taken aback and unsure how to score the epic wave. He ended up getting an 8.5/10 for the wave, enough, coupled with his next best wave, to give him a comfortable win. Second place was close but SGT Liddicoat took it and CPL O’Neill came in third place.

Everyone not involved in the final was stoked to see it finish as it meant they could then surf in the beautiful conditions. We surfed until it was almost dark then cruised back for a much needed sleep after a huge day.

If you are interested in joining the AK Board Riders Club please contact LAC Elliott Roe.
FIELD HUMINT

TRI-SERVICE SELECTION AND COURSE 2016

Selection: 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
On deployment our RNZAF staff come across all sorts of creatures. While on Operation Antarctica, Corporal Matt Wilson was lucky enough to come across this beauty.

“The photo is of an Adélie penguin on the road between McMurdo Station and Hut Point, Ross Island, Antarctica. She was keeping me company during one of my 12 hour shifts.

Six NZDF personnel were deployed to assist with the downloading of fuel from the annual resupply tanker, the Maersk Peary. With the additional help, the Fuels Section at McMurdo was able to continue daily fuel tasks while conducting the 24hr/day unloading operation.

In total, we pumped about 5 million gallons of fuel, which took about 70 hours.”

CPL Matt Wilson, Aviation Refueller, RNZAF
Base Auckland
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