EX GREEN FLAG

NO. 42 SQN: END OF AN ERA

P-3K2 ORION: SUCCESSFUL RESCUES
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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AN AUSTRALIAN HLM HERE ON EXCHANGE FLYING IN AN NH90 OVER LAKE WAKATIPU—IN THE BACKGROUND IS PIG ISLAND, PIGEON ISLAND AND MOUNT ALFRED.
PHOTOGRAPHER: CPL SAMUEL RIORDAN
The First Word on the first 30 days! Well it would have been 30 days in my new role as DCAF by the time you read this. Many of you have enquired of me, “What’s it like in Wellington?” “What does everyone do there?”

Well I am not a seasoned Wellingtonian yet (go the Blues), even though I have served in Air Staff before, but I would like to share with you in a few words, my experience in the Headquarters since starting as your DCAF. Why? It’s important that you have confidence in your Air Force Headquarters and all the supporting agencies in HQNZDF. Their functions and outputs are not always understood or appreciated.

First and foremost, continuous improvement in all the various portfolios and agencies is the overwhelming focus and recurring theme that I have observed and to be honest, has really impressed me. Our new Chief of Air Force is providing clear vision and priorities to his Leadership Team on how the Air Force can better deliver Military Air Operations with the outstanding capabilities that have now been delivered. This will require every element of the RNZAF to review and seek improvements in their individual disciplines to provide a collective improvement in the delivery of Air Operations. This is our proud tradition and we seek to build on that as we move into the next decade of our Air Force journey. There are of course sound building blocks and our squadrons, every one of them, have of late demonstrated these capabilities and their potential, with supporting agencies assisting their outcomes.

In my role as DCAF here in Wellington, I am blessed with many meetings, in the first 30 days – 82, but who’s counting! Yet, as I reflect on these, there are common themes regardless of meeting type or subject – a focus on improving the effectiveness of our outputs to the Government and taxpayer. There is a common determination in all the agencies to improve the support to every member of our Air Force in order to achieve these outputs. There is a focus to ensure our safety at work, at home and within our families. There is real emphasis on being safe in our Air Force family environment whether we are flying, maintaining and supporting our platforms or in the social environment.

The NZDF Governance Structure that the Chief of Defence Force presides over is highly focused and seeks clear objectives and accountability in its stewardship over the NZDF. No sitting in these meetings wondering what’s for lunch!

The challenge then is for each of us to review our own individual and team contribution and determine how we can make a difference in that improvement continuum to deliver better Military Air Operations. We all have a part to play.

What a great Air Force decade to be involved in; exceptional leadership, the best Airmen and Airwomen, modern aircraft fleets, and focused support agencies.

I look forward to achieving our objectives together.
The Royal New Zealand Air Force’s P-3K2 Orion aircraft hit a home run last month when it completed three successful search missions in the Pacific in 10 days.

The first of these missions, prompted by a request from the New Zealand Rescue Coordination Centre (RCC), entailed a search for a 4.8-metre skiff with three Kiribati fishermen who had been missing for a week.

Taking off from Whenuapai at first light on 14 May, the Orion spotted the fishermen waving from their skiff near Tarawa, the Pacific island-nation’s capital and main atoll, soon after reaching the search area around 1.30pm that day. The Orion also found another skiff drifting near Tarawa but with no one on board.

The aircrew from the RNZAF’s No. 5 Squadron reported that the men appeared to be in good health and dropped them emergency supplies consisting of food, water, a torch and a radio.

The fishermen were advised to await the arrival of the Kiribati patrol boat MV TINA TEROAI, which was about 70 miles south of the area where the skiff was found drifting, and they were picked up by the patrol boat about midnight. The men, aged from 34 to 47 years old, were last seen fishing between Tarawa and Maina atolls on May 7.

“It was a successful search that saved three lives. The fishermen did not appear to have any survival equipment so it is fortunate that our Orion found them,” Air Component Commander Air Commodore (AIRCDRE) Darryn Webb said.

Four days later, the Orion logged its second successful search when it found two Kiribati fishermen who had been missing for at least five days.

The two men were spotted waving from their 4.5-metre skiff 30 minutes into the search of more than 60,000 square kilometres of open sea. The skiff was found adrift about 480km southeast of Nauru.

The aircrew said the fishermen appeared to be in good health and dropped them a survival pack consisting of food, water and a radio. They also requested the closest fishing vessel, MV NAKORAOI, to pick up the men.

On May 24, the Orion completed its third successful search in 10 days when it found a yacht headed for Fiji which was overdue by almost two weeks.
Flight Lieutenant Cam Hitchings could be considered a lucky charm after being involved in the three successful Search and Rescue (SAR) rescues last month.

He had just returned to No. 5 Squadron after 18 months posted to Ohakea and Joint Forces when he was called on to be part of the missions.

“They were my first three SARs on the P-3K2 since coming back from flying in the P-3K a couple of years ago,” FLTLT Hitchings said.

For the first two rescues near Kiribati FLTLT Hitchings was the information manager in charge of navigation and communication. That involved fuel planning to ensure the aircraft can stay on the search for as long as possible; and sending back vital information to Joint Forces.

His calculations proved invaluable for the first mission, with just 10 minutes left of fuel, the group was spotted.

“It really elevated the feeling in the aircraft. We found them – we did our job and these people are going home tonight.”

During the second search, the fishermen were found in under 30 minutes.

“It’s quite a good feeling. You pick them up initially on radar and then we went in and visually spotted two men waving in a boat. You’re pretty confident it’s them because there are not too many people that are 400 miles off the coast in a tinny with a 15 horse power off the back.”

During the third rescue, of the New Zealand couple yachting to Fiji, FLTLT Hitchings plotted the route the plane was to take during the search. The couple was found after just a couple of hours, he said.

The RCC had provided the crew with excellent search information on where all of the vessels might be found, he added. Photos of the missions make their way to Joint Forces and to the public through No. 230 Squadron and the Air Operations Communications Centre.
An RNZAF C-130 Hercules crew has been judged the top performing crew during a recent exercise in the United States.

Seventeen crews from four countries – Australia, New Zealand, Sweden and the United States – took part in the 10-day long exercise called Exercise Green Flag, in Little Rock, Arkansas.

And it was No. 40 Squadron’s crew that took out the “Top Cat” award as best overall crew with their flexibility and operational focus judged outstanding.

Ex Green Flag is an operational preparedness training exercise aimed at providing a realistic experience of working with other militaries in a combat environment. In this case the RNZAF crew were in support of the US 101st Airborne Division fighting a simulated ground war.

The crew, led by Flight Lieutenant Alex Tredrea, was judged on the accuracy of air drops, planning and tactics, time on target and ability to react to short notice changes.

Detachment Commander, Squadron Leader Leigh Foster said the exercise required the crew to conduct airdrops delivering food, water and weapons and also undertake missions to deliver vehicles, larger weaponry, ammunition and personnel to the army to ensure positions were attained and maintained.

“The feedback was that the flexibility and operational focus our crew displayed was outstanding,” SQNLDR Foster said.

The RNZAF participate in annual routine training exercises such as Green Flag to build and maintain the skills and capabilities required to meet government outputs.
Ex Green Flag:  
A Psychologist’s Point of View

By FLTLT Frances Gedye Smith, AK Base Psychologist

It must have been a puzzling moment for those attending Exercise Green Flag/ Joint Readiness Training Course (JRTC) when the Commanding Officer for No. 40 Sqn explained that an Air Force psychologist would be joining their contingent. It appears many believe NZDF psychologists focus their efforts on supporting welfare and assisting selection boards. The reality is your humble NZDF psychologists have many talents. One of our additional roles is to provide performance coaching. This area is quickly increasing in popularity amongst units across each service as they strive to become high-performing teams.

My visit to JRTC provided an opportunity to observe one of those teams operate in a high-pressure environment. For many of us, working under stress elicits behaviours that may work against individuals and the team. Sometimes individuals under pressure drop their communication level in order to focus on the task, others become less decisive in trying to make the best decision possible. Not surprisingly, we may not be aware of these behaviours or recognise their impact on the team. My task was to gather behavioural examples and compare this information to each aircrew member’s Hogan Personality profile.

Hogan is a personality profiling tool, which measures an individual’s values or work environment preferences, day-to-day strengths and potential risks when under pressure, bored or when letting one’s guard down. Teams can benefit from this information by reflecting on the impact of their actions on others, and through developing strategies to support the team and organisation. The goal of my visit was to facilitate awareness and growth within team, not just for JRTC, but for future deployments.

Given the demanding nature of deployments, maintaining a constant high level of team performance while under pressure is essential. JRTC simulates a challenging and realistic operational environment, which at times placed the C-130 aircrew and support staff under pressure. The exercise is a mix of day and night sorties, developed to test the abilities of all members of the contingent, including aircrew, operational planners, intelligence officers, logistics, maintenance and equipment support staff. Constant rotation of tasks meant that each hour of the day and night groups were working to meet the demands of the present or following mission.

Observing each individual use their training and skills was a rewarding experience in itself. What made my job difficult was the fact that the friendly professionalism between each member of the group, no matter the role or rank, made it that much harder to pin-point areas for development. It highlighted for me the benefit of the training we put our people through in the RNZAF and the value we place on teamwork in all aspects of our roles.

Overall, JRTC provided this contingent the opportunity to further develop their skills and for some members, gain the benefit of performance coaching. For me, it provided richer mental models and greater appreciation for the aircrew environment, as well as career highlights. In particular, experiencing night vision goggles, and witnessing the Air Loadmaster’s drop zone procedures. I recognise that this may be a regular occurrence for some, but for this psychologist these experiences further reinforce the reasons I joined the Air Force.
RNZAF No. 5 Sqn has wrapped up its work with the annual Exercise Bersama Shield, which centres on the defence of the Malaysia/Singapore peninsula. It involves air and maritime assets conducting warfare operations within the South China Sea (SCS) against the fictitious opposition state of Democratic Republic of Plainchants (DRP).

Ex Bersama Shield 2016 (BS16) is a Five Power Defence Arrangements (FPDA) activity, which includes units and personnel from Australia, Malaysia, New Zealand, Singapore and the United Kingdom.

For us at No. 5 Squadron, this basically means we get to hone our warfighting capabilities in coordinated sea control operations (Anti-Submarine and Anti-Surface Warfare - ASW and ASuW) in a contested and challenging environment.

As one of the newest Air Warfare Specialists (AWS) to be qualified in acoustic warfare, I was incredibly excited at the opportunity to deploy to Malaysia for BS16 and implement my knowledge and skill-set for the first time. Unfortunately, there would not be any real submarines for us to hunt and practice our craft against, although we still managed to conduct ASW operations against an acoustic training target, and gained some valuable acoustic practice in demanding waterspace.

Over the eight-day exercise period we conducted five sorties working predominantly as ‘the good guys’ with an AP-3C Orion from the Royal Australian Air Force protecting our Surface Action Group (SAG) from DRP surface, sub-surface and air threats. On one occasion we got to play the enemy, a DRP aircraft on surveillance patrol, directing fighter jets to strike the SAG. Although not many maritime assets were available to take part in the exercise the SAG was still made up of five naval units from Malaysia, Singapore and Australia, however the fighter aircraft from the Malaysian and Singaporean Air Force were numerous. It’s safe to say, a dog fight between an Su-30 Flanker and an F-18 Super Hornet, while an F-15 Eagle ‘strikes’ the force is something you don’t see every day.

BS16 also marked the first occasion in my career where I would be away from home on Anzac Day. We were unable to attend the formal dawn service held by the Australians due to flying commitments on the 25th, but this had already been considered. After landing it was straight to ‘The Hostie’
Exercises

(Australian Recreation Facility) for a Dusk Parade attended by our No. 5 Sqn detachment, other NZDF augmentees, the Australian 92 Wing detachment, and a few embedded Royal Air Force augmentee personnel from the UK. It was a strange feeling conducting a service not just at night, but away from home. It did not lessen the importance in any way as to why we conduct Anzac services. In fact, parading with the Australians we were working so closely with on the exercise felt more special as all of us were away from our homes working towards the same goals on such an important occasion.

Although a busy flying schedule and long days, it is not all work with no play. We had a few days off during the deployment to explore Penang. Several of us decided long treks in the jungle would be an adventure. The first was up Penang Hill clambering through forest, sighting wild monkeys and amazing views from the top were all well worth the two hours, severe dehydration and 12,000 steps it took to reach the summit. Suffice to say, the cable car ride back down was welcomed by the whole group. The second trek to Monkey Beach was a little more sedate but involved similar themes of wild monkeys and a lot of sweat. And, seeing monitor lizards and swimming in the incredibly warm waters of the Malacca Strait is an experience I’m not going to forget any time soon.

Overall, out of BS16, my own knowledge and skills in ASW and ASuW along with general operating procedures have vastly improved, all while having the opportunity to experience Malaysia with my comrades thanks to my career with No. 5 Sqn, RNZAF. ✨
End of an Era
For Graduating Pilots

By Rebecca Quilliam

The final group of RNZAF pilots to graduate after training on the CT-4E Airtrainer and King Air aircraft were recently presented with their Wings. It was a special moment for the pilots and the end of era for the RNZAF. New pilot Flight Lieutenant (FLTLT) Glenn Blay tells Air Force News about his journey to the cockpit.

FLTLT Blay and Flying Officers Greg Chalmers and Dan Garnett celebrated the milestone in their careers last month when they were presented their brevets by Group Captain Tim Walshe at RNZAF Base Ohakea.

The new pilots will go on to fly A109 or NH90 helicopters, C-130 Hercules, Boeing 757s or P-3K2 Orions.

FLTLT Blay’s eyes are set on the NH90s.

The 32-year-old may be new to being behind the controls, but he has already had a solid career with the RNZAF.

“I took the long road to getting to be a pilot, that’s for sure,” he said.

FLTLT Blay started his career with the RNZAF as Air Security in 2001 and specialised as a dog handler, based at Whenuapai.

Seven years later, he retrained as a helicopter crewman (now loadmaster) on the Iroquois and three years ago started his pilot training.

“I always wanted to join as a pilot but I didn’t have the school qualifications that were required – that’s why I joined as Air Security.”

But FLTLT Blay always had his sights set on how he could progress through the Service. The answer was to never stop learning, adding to his qualifications and never giving up on his dream.

While he was working as a crewman he was inspired by the pilots he worked with and realised that becoming a pilot was possible.

“I had to get an education waiver, because I still didn’t meet the requirements, but what I did have was a history of learning within the RNZAF, which definitely helped.

“From there it was just a matter of believing in myself and working hard – working very, very hard.”
Personnel in any trade within the NZDF could go in any direction if they had the drive, he said.

Being part of the final course to have trained on the Air Trainer CT-4E and the King Air was special, FLTLT Blay said. “Now we get to see the new courses start with the T-6C Texans and we get to see the last course out. It’s quite a cool feeling.”

The pilot’s course was difficult and challenging. The graduates started with Initial Officer Training at Base Woodbourne. After this they completed aviation medical training and survival training. The next step was at Pilot Training Squadron learning to fly the CT-4E Airtrainer, which culminated in 130 hours flying time. The final step was at No. 42 Squadron learning the complex systems of the King Air aircraft and flying as single pilot captains accruing a further 90 hours.

FLTLT Blay said the best part of his training was the “overall challenge” of being a pilot.

“I loved being up in the air and knowing that you’re responsible. In terms of flying, nothing is ever the same – you have to be flexible at all times to be able to perform your job safely.”

FLTLT Blay has recently been told his 15-year Long Service, Good Conduct medal is waiting for him.

“I feel pretty lucky, to be honest, to be here. I’ve gone through quite a few different trades. I love the Air Force, I’m a ‘lifer’ as they call it. There are just so many great opportunities and right now I’ve essentially started my career again. The thing for me is ‘What’s next?”

“**If you’re a pro-active person and you want to do something better or more, there is that opportunity, you just have to be asking yourself that question – what next? You can’t be expecting people to give it to you on a platter, but if you want to go out and get it, you can.**”

OC No. 42 Sqn SQNLDR Simon Shaw said the role of the King Air aircraft as an advanced phase platform had been to expose CT-4E Airtrainer graduates to greater speeds, altitudes and performance in general.

“The King Air has also provided the trainees with an important early introduction to ‘glass cockpit’ technologies and automation principles. This has proved to be crucial for their future flying training at Force Element level.

“When you put all this together, training in the aircraft has produced highly capable pilots with a solid understanding of the technology that is part of our modern military aviation.”

By Graduates of 14/01 Wings Course

**Training**

Early in our training, it became clear we were part of a fundamental shift in how the RNZAF trained its pilots, and that our place in this shift was as the final bastions of the contemporary training philosophy, making way for radical change as the organisation moved on to a modernised training framework.

We decided to wear this as a badge of honour - to be the last student pilots coming through to fly a dual aircraft Wings course, the last to fly a piston engine aircraft in active service, and the last to take part in the time honoured training programme, which had seen so many pilots and instructors through before us. We decided that this transition should feature centre stage in the patch we would wear whilst on it.

We settled quickly on the first aspect, that the Four Horsemen of the Apocalypse quintessentially represented this ethos that we were thundering in to ‘bring about the end times’. This sense of finality and completion was rounded off perfectly when we were informed about the tradition, originating in the RAF, of wearing an alpha symbol (α) on the introduction of an aircraft, and an omega (Ω) on its retirement, being the last letter of the Greek alphabet. These aspects cemented with some clever design work from Greg led us to the patch we wore throughout Airtrainer phase, emblazoned in red and gold, with the phrase ‘the end is nigh’ along the bottom, to remind us that there is a light at the end of the tunnel.

We renewed our patch for the advanced phase on the King Air. Keeping the omega shape, Greg dusted off his pencils once more to design a King Air patch, which featured a stylised horse silhouette, and the latin phrase ‘Ad Finem, Ad Infinitum’ - which translates as ‘to the end, without an end’.

And for those who couldn’t help but note that we started King Air phase with three people instead of four, we added a little approximate symbol (~) to quell the unease, becoming the Approximately Four Horsemen to see things through.
There’s a growing air of excitement as team members take their places on the court. A whistle blows and the ball is thrown in. Arms reach to take possession and simultaneously the crowd erupts over the crash of metal on metal, as opposing sides hurl themselves at the person they are marking. Every attempt is made to stop the other team from being able to manoeuvre their well-armoured wheelchairs toward the touch line. It’s an intense game of hard hits and incredible athleticism. It’s nicknamed ‘Murderball’ for good reason; and it’s only when you watch a triple-amputee move like lightning through a heavy New Zealand defence and score the first try of the game you realise this is a sporting competition like no other. This is Wheelchair Rugby at the Invictus Games - it’s one of ten sports being competed over the four days of competition – and it’s spectacular.

Toward the end of last year, the call went out across the NZDF for competitors to try out for the Games. A selection camp was held and after months of training, 18 athletes and a handful of support staff found themselves marching into Champion Stadium at the ESPN Wide World of Sports Complex in Orlando, Florida as part of the NZ Defence Force Invictus Games team.

The road to Invictus is not an easy one. For some it means testing their physicality in ways that it hasn’t been tested before. For others, it’s a test of their mental strength - stepping outside of their comfort zone. Each would agree that the end result was worth it.

“\textit{We fought hard to make you, our families and friends, our Defence Force, and our country proud. We have fought and we have won. We are Invictus.}“

CPO Miria Paul, one of the team’s trainers, said, “I think it’s been great seeing people from different dynamics and sporting abilities reach their full potential from the first training camp to the completion of the Invictus Games.”

SGT Gareth Pratt who won bronze in the 50m breaststroke
SSGT Phil Stanbridge said within the Defence Force, sport – or Recreational Therapy – is used right from the word go as a means to get a person from their point of illness or injury through to recovery.

“With Recreational Therapy, it can start with something as simple as throwing a ball to help people with a hand or arm injury,” he says. “The Invictus Games takes this idea to the next level – harnessing a person’s competitive spirit to play against someone with a similar set of circumstances. These types of sports are vital as a rehab tool.”

Competitor POMED Aaron Gibbs, said everybody had their own journey.

“Listening to everybody else’s stories helps you realise that there is always somebody worse off than you – but they’re getting on with life. When I first started with the Invictus Games it piqued my anxiety a little, but because you realise everybody else is going through the same thing; we’re all taking that same journey and we’re all happy to talk about with each other. It made it easier,” he said.

Over the course of competition, the Kiwi Team took nine medals – each hard-fought. But beyond the medal tally, every competitor smashed personal bests, pushed themselves to the limit – both physically and mentally – and walked away a changed person.

“I’m so proud of our team,” says Team Captain, David Sherriff – currently working for the NZ Air Force in a civilian role, having had to hang up his uniform following an accident that left him paraplegic. “It was an awesome effort. We cleaned up more medals than we did in 2014. We got our first gold thanks to Glenn Barnes in the Indoor Rowing, and placed in a good spread of events.”

With the next Invictus Games scheduled to take place in Toronto, Canada in September 2017, David has one message to the NZ Defence Force. “Get into sport. It’s great for you not only physically, but also mentally and socially. Put your hand up when the call comes for the next Games – and even if you don’t make the team – make sport part of your recovery. It changes lives.”

The Kiwi Team could not have made the journey to the Invictus Games without the support of the NZ Defence Force and our principal sponsors. We would like to thank the Auckland RSA, Christchurch Memorial RSA, BLK Sport, Fulton Hogan, the OffLimits Trust and the Fallen Heroes Trust for getting behind the team and allowing us to get to the Games. We’d also like to acknowledge the individual RSAs throughout New Zealand, organisations such as Parafed and the Wheel Blacks, and those individuals and clubs up and down the country that opened their doors and their minds to the journey our team members undertook.

To read a full account of the Invictus Games, go to: http://bit.ly/nzdf160601
It has been a marathon project with thousands of staff hours expended and more words written and read than can be calculated, but the A109 is now officially ‘In Service’ after Chief of Air Force Air Vice-Marshal Tony Davies signed the paperwork last month.

Back in 2002 the Helicopter Capability Project began by combining Projects Kea and Warrior, which were to procure replacements for the Sioux and Iroquois helicopters.

Once it was decided that the NH90 was the preferred capability to fulfil the Medium Utility Helicopter role, the Training/Light Utility Helicopter (T/LUH) Project went to tender in October 2006.

Wing Commander Barry Nelson was the Project Manager.

“It took about two years of negotiation between Defence and Government to get to the point where the NH90 was identified as our choice and then we had to choose the training helicopter to suit.”

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Putting a capability as complex as the one required for ab initio helicopter training into service does not happen quickly.

“There is a very detailed user requirement developed to start with and that needs to be approved by Defence before it is turned into tender and pre-contract documents so that the contractors know what we need. The contract tender document is extremely detailed.”

Once the A109 was picked as the chosen training helicopter it took a further five months to develop the contract with AgustaWestland, identifying in fine detail the products, including the aircraft, simulator, training devices, spares, tooling, training and documentation to be delivered.

The contract was for delivery of a training system that included six A109LUH (NZ) helicopters (with the sixth aircraft to be reduced to spares upon arrival in New Zealand), a full motion Flight Training Device (FTD) and a ‘Virtual Interactive Procedure Trainer’ – a touch screen cockpit mock up for training air and ground crews.

The final aircraft had been due to be delivered in mid 2011 and, although this was delayed by some six months, overall the project ran in a comparatively timely manner.

There was also the not insignificant issue of developing the simulation training elements required for the FTD or ‘simulator’, all of which were developed from scratch.

“There were lots of very detailed documents that specified user, system and Civil Aviation requirements. Many of these documents ran to 500–600 pages each and they were all scrupulously reviewed by the team before the design and construction started.”

WGCDR Nelson said in the development stage everything was considered, down to the colour and position of runway lights and signs and the size and type of the trees for the simulator.

“Nothing happened by accident.”

The result is that when students get in an A109 for the first time they are well prepared, having been exposed to such realism in the sim.

He says the helicopter is the ideal training aircraft for leading in to the NH90.

“The A109 cockpit is similar to that of the NH90 cockpit so that when pilots and load masters have finished training in the A109 they are well prepared to make the transition to the NH90.

If there is one thing that has been consistent during the project it has been the constant need for adaptation to ensure the capability meets requirements.

“No plan survives contact with the enemy. There are many complexities in the rules and requirements and lessons are learned along the way. There have been a number of contract variations to meet the contingencies arising, which is not unusual on a project of this scale.”
Malaysian Army Benefits from RNZAF Simulator

By SQNLDR Ron Thacker, Synthetic Flying Instructor, No. 3 Squadron

The Air Force’s A109LUH simulator not only makes up part of our own pilots’ training, it’s also paying its way by helping pilots worldwide.

The simulator is used by external military or civilian organisations on a revenue earning basis. Over the last few years the A109 simulator has been used by Australian Army test pilots, a civilian company operating an A109 Power in Indonesia and by the Malaysian Army who also operate a fleet of A109LUH.

The Malaysian Army Aviation (MAA) corps assessed the simulator in 2013 and found it would meet their on-going requirements for conversion, upgrade and currency training. The use of the RNZAF’s simulator avoids the cost of travelling to Italy to use the only other A109LUH full motion simulator and enables the continuation of the close relationship between the New Zealand and Malaysia militaries. That relationship has been based for many years on joint membership of the Five Power Defence Arrangements, a series of multi-lateral agreements between Australia, Malaysia, New Zealand, Singapore and the UK.

“While the Malaysians struggle a little with the cooler temperatures, most groups make good use of their free time to get off base and see a little more of New Zealand.”

While the Malaysians struggle a little with the cooler temperatures, most groups make good use of their free time to get off base and see a little more of New Zealand.

Lieutenant Colonel Ahmad Fadzil bin Any, the staff officer responsible for MAA helicopter training, explains: “With our focus on developing a more systematic approach to aviation training, the continuity of this programme is seen to be very much needed to provide MAA’s pilots with modern and systematic training on an efficient training platform.”

Squadron Leader Pete Cochran, the active reserve officer who usually operates the simulator console for the MAA training enjoys the interaction. “It’s great to be able to swap stories with aircrew from another country – I think both sides benefit from learning more about how each other operates.”

The RNZAF’s A109LUH simulator is now firmly embedded in the MAA training programme. Each year six or seven groups of five pilots travel to Ohakea for a week at a time for training. The training is conducted using their own instructors, but with on-site support from a simulator operator and a technician. The training is usually conducted out-of-hours so there is no impact on RNZAF training.
Unknown Heritage Connection During Gallipoli Visit

By Geoff Davies

Woodbourne-based Flight Sergeant Joe Regan had an unexpected encounter with his heritage during a battlefield tour for the NZDF Anzac Day contingent on the Gallipoli peninsula.

Joe is originally from Lancashire and served in the RAF Regiment for 25 years before a lateral recruitment into the RNZAF in 2007. He is now the Air Force’s Chief Instructor Force Protection School.

Joe’s role in the 33-strong contingent was as one of the site liaison officers for the Dawn Service at North Beach on the peninsula and the New Zealand Service at Chunuk Bair later in the morning.

Travelling out to the peninsula from Canakkale, where the contingent was based for the first of two days touring the battlefields and cemeteries, Joe knew that his great-grandfather had landed at Gallipoli with the South Lancashire Regiment, and had survived to return to the family’s home town, Lancaster.

But he didn’t know that he would be able to pay his respects to many of his ancestor’s mates at a cemetery named in their honour: Lancashire Landing.

The men were killed serving with the 3rd Battalion Lancashire Fusiliers, which landed at a beach west of Cape Helles on 25 April 1915 as part of the British 29th Division assault at the southern end of the Gallipoli Peninsula. There are 86 members of the battalion buried at Lancashire Landing Cemetery, including VC winner Private William Kenealy. Thirteen Kiwis are also buried there.

It was an emotional moment for Joe. “It was quite overwhelming … many of the names I read on the gravestones are common in Lancashire and I felt really connected to the men who are buried there, almost as if they were actual relatives.”

Later in the day, at Chunuk Bair, Joe found another, even more personal link: a lone Loyal North Lancashire Regiment (“the Loyals”) grave, that of Private Edwin Marsden, who was from Joe’s home town.

“I am really pleased to have been able to pay my respects to all of them, and to do that as a current serviceman. It was an honour and a highlight of the trip,” he said.

Growing up, Joe says he often wondered why the Gallipoli landings were commemorated in Lancaster but not at all, or to a much lesser degree, in other parts of England.

“Now I know. It’s really significant in Lancashire, as it should be.”

The NZDF was represented at both the Dawn Service and the New Zealand Service by the Chief of Air Force, Air Vice-Marshal Tony Davies.
New fire fighting kit set to battle blazes

The rural fire fighting capabilities of the Air Force and Army are to be enhanced by the purchase of 17 new Detachable Fire Pods (DFPs).

The DFPs have been built to fit on to Defence vehicles—mainly Unimog trucks—and will be a great improvement to the fire-fighting equipment previously used by the two services, says Project Manager, Warrant Officer Class Two Shaney Porter.

“The new ultra high pressure hose allows the emergency responders to attack a fire that is burning within the roots of vegetation by penetrating into the base of the plants and extinguishing the fire. The DFPs are also fitted with a foam system that can be used to smother a fire, protect exposed buildings or to build fire breaks. The DFP has a pump which is fitted with high and low pressure systems that can be operated simultaneously.”

Although the DFP will operate mainly from the modified Unimogs, it is designed to fit onto a MHOV, is air portable and able to operate independent of a vehicle. This allows it to be operated at an APOD (Air Point of Debarkation), fuel farm or forward operating base and can provide mobile fire coverage.

Until now the Air Force and Army have used a fleet of Hino Rural Fire Appliances. They were bought in 1988 and most are now worn out and unfit for service. “The (Hino) vehicles have been pushed well beyond the end of their planned service life and even light grade repairs are no longer economic,” said John Webb, from Defence Land Equipment Management.

The DFPs have been built by Wellington firm, Frasers Fire and Rescue Ltd, and the Darley Pumps have been imported from the USA. The Unimog trucks’ modification was designed by Defence Land Engineering and carried out by Lockheed Martin. This involves the truck decks being stripped down to reduce the weight and allow as much equipment as possible to be carried.

Emergency Responders tested the new equipment in Waiouru by day and night, including; off road driving, water tank endurance, hose configurations, and during different fire fighting scenarios. The DFPs will be based at Whenuapai, Waiouru, Ohakea, Linton, Woodbourne and Burnham. New Emergency Responders will train on the DFP at The Joint Fire School in Linton during its Basic Fire Course.

The NZDF owns nine gazetted fire districts, the largest being the Waiouru and Tekapo Military Training Areas. It also uses Department of Conservation land, mainly at Kaipara, for which fire coverage must also be provided. “Live firing, and other training activities have inherently high fire risks. Having Emergency Response Sqn maintain a rural fire fighting capability allows the NZDF to continue to operate and conduct Operational Readiness Training when the potential for fire would otherwise require a total cessation of risky activities.” said WO1 Brent Ruruku, Emergency Response Sqn, 2 Engr Regt.
**DETAChABLE FIRE POD**

<table>
<thead>
<tr>
<th>Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roles</strong></td>
<td>Training support, Expeditionary Fire support, Support to NZ Rural Fire Service, Support to NZ Fire Service</td>
</tr>
<tr>
<td><strong>Joint capability</strong></td>
<td>NZ Army, RNZAF</td>
</tr>
<tr>
<td><strong>Manufacturers</strong></td>
<td>Frasers Fire and Rescue Ltd, Wellington</td>
</tr>
<tr>
<td><strong>Crew</strong></td>
<td>Minimum 2 trained operators, Maximum 3 trained operators</td>
</tr>
<tr>
<td><strong>Total DFP built</strong></td>
<td>17</td>
</tr>
<tr>
<td><strong>DFP total weight (including water)</strong></td>
<td>4000kg</td>
</tr>
<tr>
<td><strong>Total water</strong></td>
<td>2000lt</td>
</tr>
<tr>
<td><strong>Pump</strong></td>
<td>Darley 2 stage pump - High and low pressure</td>
</tr>
<tr>
<td><strong>Pump power plant</strong></td>
<td>Kubota diesel engine</td>
</tr>
<tr>
<td><strong>Effective hose length</strong></td>
<td>Tested to 400m at a 30° angle</td>
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The Air Force Marae Update
Te Tūrangawaewae O Te Tauaarangi

By Doug (Wal) Wallace, Cultural Coordinator RNZAF Marae Project

When?
The most common question asked of me is “When will the Air Force Marae open?” The answer to that question will be released to the public by CAF sometime in the very near future so watch this space! We hoped to have opened it last year but faced several delays beyond our control. What I can say with confidence though is that it will be before the end of this year.

Background to the term ‘Marae’
Though we often refer to the facility as the Air Force Marae it is technically a tūrangawaewae as opposed to a marae. To be a true marae in the customary sense, the meeting house would have to represent an ancestor of the Mana Whenua (customary iwi) giving them final authority over how it is used. A tūrangawaewae leaves that authority with us although our protocols will still pay due respect to those of the Mana Whenua.

This is YOUR tūrangawaewae (cultural standing place) and we want as many of you as possible to be there for what promises to be a fantastic event and a significant part of Air Force history. Keep your calendars clear. I’ll update you all on what the opening will look like as the planning stages develop. It will be big and everyone will have a part to play!

Before we start operating it is important to understand the principles that will guide Air Force Marae policy. There are seven key Marae Principles listed below in no particular order of importance.

Guiding Principles of the Air Force Marae
1. WHANAUNGA: One Team, One Family – An Iwi Philosophy
2. WHAKAPAPA: Historical Connections
3. MANAAKITANGA: Putting People First
4. MAHI TAHI: Working Together – A Shared Resource
5. TIKANGA RUA: Integrating Māori and RNZAF Culture
6. KAWA: Māori Cultural Protocols
7. MANA: Honour and Reputation
Getting a little deeper
On each update I will explain a couple of the principles in more detail starting with...

**WHANAUNGATANGA**
*One Team, One Family – An Iwi Philosophy*

Though diverse in terms of trade, rank, background, ethnicity, religion and personal interest we regularly refer to ourselves as a collective - as one team, as one family. The friends we make become friends for life and when we leave, the ‘Air Force’ inside us never truly leaves our soul. It is that sense of belonging, of being a valued member of such an important organisation that makes us family. That is what whānaungatanga is all about – kinship and family values. From there it is but a short reach to embrace an iwi or tribal philosophy. After all we have a shared heritage, common purpose, united culture and even our own language. We serve together and should our country need us to, we will sacrifice together. For all intents and purposes, we are an iwi, albeit in a philosophical sense rather than a customary one. One team, one family, one iwi.

**WHAKAPAPA**
*Historical Connections*

The Air Force Marae is a pan-tribal urban meaning that it doesn’t have a customary link to the land that it sits on and it’s “Iwi” members do not have a common ancestral bloodline to one another. However we share something equally as enduring - a long and proud heritage spanning two centuries during which many of our forbears fought and died in the service of our nation. The path that they blazed became the foundation of today’s Air Force. Their legacy is evident in every aspect of our Service lives, acknowledged daily in the raising and lowering of the Ensign. It is present in our dress and bearing and even in our language. It directs our protocols and is embedded into our ceremonies. It endears us to the public and empowers us into the future. Our forebears bequeathed us a unifying bond with one another that is no less binding than that of any bloodline. The Air Force Marae is our Tūrangawaewae, our tribal ‘standing place’

Also on the local front....

A mau rākau wānanga (taiaha training camp) was held at Ohakea mid May to grow and restock our diminishing pool of ceremonial warriors. It was the fourth in a series of wānanga that began last year with more to follow. The motivation behind this particular round of taiaha training is the opening of the Air Force Marae. The group is being prepared to support the pōwhiri (ceremonial welcome). We need to be able to uphold the mana of the Air Force when the masses of visiting guests and dignitaries arrive at the Marae opening. For the wero (challenge) especially we need to send out a kōkiri (warrior party) that are well trained, that know what they are doing and can do the weapon and Air Force justice.

The May wānanga saw several first timers pick up the rākau (weapon), but what was even more unusual and very pleasing, was that the group included five women.

Karawhiua! Give it heaps! ♥
Isn’t it interesting how when we are asked to do something that sometimes we ignore it. The fact that you are currently reading this is proof of that. Perhaps you thought to yourself “Hey! Ain’t nobody gonna tell me what I will and will not read” (note that I didn’t tell you I only asked nicely) or maybe you gave in to that rebellious streak that was mentioned in your year four report card but not picked up during your interview with the Defence Recruiter. Right now you may also be thinking “Ok, so you got me to read the first three sentences (four if you include this one) but my time is precious and you better get to the Drop Zone or you are gonna lose me as there are some nice pictures of planes on page 9 that I really want to stare at”.

Well you see, the issue of writing an article about ASIC, that people will actually read, is something that has been waking me up in the middle of the night – a lot like that curry I had from a dodgy side café in Penang a number of years ago when I was on 40 Sqn – but that is a whole other article and an episode of my life that I do not wish to re-live.

You see ASIC, the Air and Space Interoperability Council, was formed before you were born and/or started wearing glasses yet there is a good chance you have never heard of it. But before you think about committing an act of self flagellation for your failings, take heart in the fact that you are not alone. At the meeting of the five Air Force Chiefs of Australia, Canada, New Zealand, the UK and the US in November 2014, one of the Air Chiefs had not heard of it either. This was despite the fact that it was formed by the Air Chiefs of Canada, UK and the US in 1948 with Australia and New Zealand joining in the 60’s. It was formed purely to improve interoperability between our Air Forces with the aim of stopping those WTF moments. Those moments when we are working with our closest allies and we find that there are differences in our procedures or equipment that prevents us from being able to do something together that you would have thought was a no brainer and should have been sorted out years ago. This is the very moment where ASIC rides across the horizon in a blaze of light and you erupt with a feeling of euphoria – just like that time when it was a 32°C degree day, you’d just finished mowing the lawns and gone to the fridge only expecting to find a juice and instead you find a beer hiding behind last night’s macaroni and cheese - well … ok - perhaps not exactly like that but hopefully you get what I mean.

You see ASIC is all about solving those problems and stopping those WTF moments. Right now I sense the force is strong in you to turn to page 9 so I will quickly finish with a few bullet points:
this statement is a pure guess and based on no research whatsoever

It was not our Chief of Air Force

I believe this is the first time an article has been written where a sentence containing the term “self-flagellation” immediately precedes a sentence containing the words “Air Force Chiefs”.

WTF is an acronym for “Why The Face” as defined by Phil Dunphy in Modern Family Series 1 Episode 1 “Cool Dad” speech.

Attendees at the ASIC National Directors meeting held in Washington DC during April. The RNZAF reps were AIRCDRE Darryn Webb – then DCAF now ACC, Wing Commander Dave Brenssell – RNZAF ASIC Management Committee Rep based in Washington, and SQNLDR Brett Marshall – RNZAF ASIC National Programme Manager.

If you want to know more then go to the Homepage of the Defence Intranet, scroll to the bottom, look under Air Force and click “ASIC”. There are other ways to get to the website but they require Jedi Master status – if you know the other ways to access the website then “clever – you are”.

And finally, I am the RNZAF ASIC National Programme Manager and your one stop ASIC Help Desk. If you want to find out about a publication, would like a brief to your Unit, or are having trouble sleeping because you can’t stop thinking about ASIC then please get in touch.

There are eight working groups each with an NZ Head of Delegation (HoD):

- Aerospace Medicine HoD: WGCDDR Peter Hurly
- Agile Combat Support HoD: WGCDDR Graham Streatfield
- Air Mobility HoD: SQNLDR Brett Goodall
- Air Worthiness HoD: GPCAPT Peter Griffin
- Force Application HoD: WGCDDR Pete Franken
- Force Protection HoD: SQNLDR Rod Gwyn
- Fuels HoD: Mr Mark Knight
- ISR HoD: In-between HoDs

There are currently over 100 different publications and Standards that the RNZAF has signed up to along with AU, CA, UK and US. Everything from “Ground Electrical Power Supplies for Aircraft” and “Marshalling Signals for Fixed Wing and Rotary Wing Aircraft” through to “Aeromedical Evacuation of Highly Contagious Individuals”.

ASIC’S MISSION IS

“to enhance current and future air and space coalition war fighting capabilities through air and space power Interoperability”.

\(^1\) this statement is a pure guess and based on no research whatsoever

\(^2\) It was not our Chief of Air Force

\(^3\) I believe this is the first time an article has been written where a sentence containing the term “self-flagellation” immediately precedes a sentence containing the words “Air Force Chiefs”.

\(^4\) WTF is an acronym for “Why The Face” as defined by Phil Dunphy in Modern Family Series 1 Episode 1 “Cool Dad” speech.
One hundred year-old war veteran Doug Vahry reckons he was one of the first Aucklanders to join the Air Force, just after World War II broke out in 1939. But what started out as a “pretend” war soon became very serious for the Air Force photo intelligence officer, who ended the war with the Japanese surrender during the Pacific campaign.

When Doug Vahry joined the Air Force on November 6, 1939, he believed the war would be well over in less than four years and he would have had the chance to be sent on an overseas trip.

“In 1939 it was just a pretend war, they were dropping leaflets instead of bombs you see and telling others it was silly to go into wars, so it wasn’t a very flat-out war in ’39 but it got quite serious in the following years.”

The photographer ended up as a Staff Officer in a reconnaissance role and was attached to the American intelligence unit. During the conflict, Mr Vahry shot “thousands and thousands and thousands” of photos.

He was trained at Woodbourne, and while there he married Patricia Dougall. His first child was born the day before he was deployed overseas – “so I missed a lot of her early life”.

Mr Vahry celebrated his 100th birthday earlier this year but has no problem recalling and describing in detail his collection of memories from the war.

One of those was flying to Brisbane with another officer to meet General Douglas MacArthur, who wanted to speak with “someone who knew what they were talking about” regarding the Japanese occupation of the island of New Britain in Papua New Guinea.

Mr Vahry’s job at the time was to photograph the aftermath of the battles on the island between the Japanese and Allied forces.

One hundred thousand Japanese troops lived on the island – mostly in caves - and it took much of the war before Allied troops claimed the capital township Rabaul. But when it finally fell, Mr Vahry was there for the Japanese Air Force surrender.

“The Japanese had a lot of pride and they didn’t want to surrender, but they were told in no uncertain terms to surrender.”

An advantage of being stationed with the Americans was being able to use their modern equipment – including colour film. Mr Vahry was taking colour photographs five years before the technology came to New Zealand.

“It was used very scarcely because it was very rare, but when you’re photographing material you want to have the best knowledge you can about the area.”

One of his lasting memories of taking photos during the Pacific campaign was at a base at Jacquinot Bay in New Britain, which was close to an active volcano. “It spewed pumice all over the harbour – it was like you could walk on it – and it was active all of the time and it was a smoking inferno. That was the last job that we took.”

He stayed about a month and a half on the island and one of his roles was to clear out items the Japanese had left in the caves, “hoping like hell there were no Japanese hiding with a knife in his hand”.

The items were then sent to New Zealand and many are still displayed in museums today, he said. 🌍
Mt Kilimanjaro: 
There and Back Again

A couple of months ago Corporal Matt Keen and his mate Flying Officer Dan Lamb set out to climb Mt Kilimanjaro and at the same time raised over $2000 for the Missing Wingman Trust. The pair made it to the peak and flew the RNZAF flag in victory. Below is an excerpt from CPL Keen’s diary on the ascent of the great mountain.

We arrive at the top hut, Kibo, camp 4, about 4pm, 4700m above sea level, 4 days into our trek. You could forgive us for seeing only the number 4.

Having trekked all day, we have a nap before setting off to summit Mt Kilimanjaro, leaving at midnight.

Bundled up in warm gear, the initial 1000m ascent to the summit is sharp and slippery as we fumble our feet over the scree, trying to gain some sort of traction. Our African guides advise us to plant our feet carefully.

At sea level, oxygen is 100%, at our current height we are at 70%, at the summit we will be at 50%. Imagine walking up a sharp incline in -20°C temperature, hungry, dehydrated, fatigued, suffering altitude sickness and breathing through a straw. This will give you an accurate representation of our current situation.

Zigzagging up the scree, we manage to pass all summiting parties, even though we are moving at a pace comparable to your average pensioner.

I regret the fact I’ve drunk half my water as uneasy nausea begins to build in the pit of my stomach - initial stages of altitude sickness.

After five hours of near vertical climbing, we finally reach the top of the ridge. The next hour that it takes us to reach the summit will be harder, as the ‘mentally tough’ stage sets in.

I look over at Dan and from the expression on his face I can tell that his head is pounding due to the altitude. There is nothing more we would love to do than curl up in a ball and go to sleep (lala salama - good night in Swahili).

Continuing along the narrow ridge, to our right is a sharp 500m death slide into the crater. Time to concentrate.

Suddenly my nausea becomes too much and I uncontrollably vomit all over the track. You’re welcome everyone. I immediately apologise to Dan and laugh about being so soft and the fact some 100 climbers have to walk through it.

Placing one foot in front of the other and inhaling deep empty breaths we dredge on heads down. Summoning focus I begin to think of my mates that we are climbing for, Blake, Nick and Josh. Adrenaline begins to take over as I look up to see a shapely outline of what appears to be a sign. I ask our tour guide, “Priscus, is that the top?” He smiles and nods.

Extreme euphoria takes over as fear, cold, nausea and altitude sickness hastily leaves my body. I feel invincible. Dan and I begin to break away from our guides as we arrive first out of some expected 100 climbers. It is now 6am.

Giving the “Uhuru”, roof of Africa sign an almighty high five we hug and uncontrollably smile. We have just conquered the tallest free standing mountain in the world. What a feeling.

In the distance a faint slither of light is beginning to grow on the horizon. The morning star, Venus, begins to fade.

Our 15 minutes of fame is about to end as the adrenalin wears off and we realise we need to return to a more body friendly altitude.

Hastily descending, our smiles turn back into struggles and our pounding headaches return.

But there’s still one remaining fact. “We knocked the bastard off.”
Our Foundations

Museum’s Role in Earthquake Recovery Now in Film

By Moya Sherriff and Michelle Sim, Air Force Museum of New Zealand

Last month saw the premiere release of a short film, which has been six months in the making. It tells the story of the Canterbury Cultural Collections Recovery Centre, which was established at the Air Force Museum in 2013 for cultural and heritage groups affected by the earthquakes of 2010/2011.

There is no precedent anywhere in the world that we know of, for a cultural recovery centre of this kind following a major natural disaster. For three years, we provided space in our newly-built extension for 38 previously unconnected groups to store and work on their collections, with on-hand professional support.

The film itself is a celebration of the Recovery Centre and its achievements. It documents the stories of the many cultural and heritage groups involved and their road to recovery. With so much of Canterbury’s heritage having been lost in the quakes, it is truly uplifting to see how much has also been saved through the efforts of those involved in the Recovery Centre. As an organisation that was fortunate enough to escape the earthquakes with only very minor damage, we are very pleased to have been able to play a part in that process.

Please check out the film on the Museum’s YouTube channel, or follow the link: www.youtube.com/watch?v=X5nBlPYqKnE
Blood and Fears: How America’s Bomber Boys and Girls in England Won Their War is a comprehensive history of the US 8th Air Force bomber offensive in Europe. Author Kevin Wilson draws on first-hand accounts from diaries, letters and his interviews with American veterans to bring to life their interaction with their British counterparts, as well as the many civilians who lived near the air bases – revealing stories of humanity and heartbreak and acts of heroism.

About the Author
Kevin Wilson spent most of his working life as a staff journalist on British national newspapers, including the Daily Mail and Sunday Express. He held a pilot’s licence for 25 years and has had a life-long passion for personal history, particularly the experiences of World War II allied bomber aircrew.

From the RNZAF to Bush Pilot

Surrounded by mountains and blinded by dense cloud, pilot Matt McLaughlin knew one wrong move would be fatal. But he reckons his survival came down to his solid RNZAF training and a bit of luck. McLaughlin has written about his training at Wigram before flying in the most dangerous country to be a pilot, in his book Flying the Knife Edge – New Guinea Bush Pilot.

“I was unlucky and lucky in a way,” McLaughlin said. He started his life in the cockpit with the RNZAF, training at Wigram before gaining his commercial pilot’s licence. However, a tough job market meant McLaughlin ended up starting his flying career in Karama in Papua New Guinea. “I didn’t even know where Papua New Guinea was – I certainly didn’t know where Karama was, but off I launched,” he said.

McLaughlin spent most of his time working for a small airline delivering people, food and goods to isolated villages that dotted the country’s vast mountain range – and it was in that work he called on his Air Force training more than once.

McLaughlin found he had to fly by sight, using maps, compasses, distance/time heading and basic but important raw navigation skills. “If you didn’t have those skills in New Guinea you’re in a lot of trouble because you can end up in the wrong valley, or get lost or wind up stuck somewhere and you couldn’t get out of the valley and you run out of fuel. When I was there a lot of people were killed.”

McLaughlin recalled one hazardous trip during bad weather when he “foolishly” flew into a valley and was surrounded by thick, dense cloud.

“I could have very easily strayed away from the safe heading that I was meant to be holding and strayed from the safe air speed I was meant to be holding. I was waiting for the mountain to come through the windshield.

“That basic training that I received in Wigram, especially the instrument flying was very much one of the things that helped me to survive. And the other that helped me survive was probably luck.”

McLaughlin now works as a pilot for Cathay Pacific. “My journey from the Kiwi Air Force to New Guinea made the journey better than the destination. I actually had so much fun getting there, that’s what I look back on.”

Flying the Knife Edge is available from Amazon, Kobo and the iTunes store. Paperbacks are available from the Book Depository UK and Fishpond Australia.

BLOOD AND FEARS

Blood and Fears: How America’s Bomber Boys and Girls in England Won Their War is a comprehensive history of the US 8th Air Force bomber offensive in Europe. Author Kevin Wilson draws on first-hand accounts from diaries, letters and his interviews with American veterans to bring to life their interaction with their British counterparts, as well as the many civilians who lived near the air bases – revealing stories of humanity and heartbreak and acts of heroism.

Thanks to publishers, Weidenfeld & Nicolson, we’re giving away a copy of Blood and Fears.

Air Force News GIVEAWAY

Email airforcenews@nzdf.mil.nz before 30 June, 2016 to go in the draw.

Include your name and postal address in the subject line.

About the Author
Kevin Wilson spent most of his working life as a staff journalist on British national newspapers, including the Daily Mail and Sunday Express. He held a pilot’s licence for 25 years and has had a life-long passion for personal history, particularly the experiences of World War II allied bomber aircrew.
**What?**

**WHAT IS ‘Bystander Intervention’?**

Bystander intervention is an approach that focuses on the way individuals who are not the targets of inappropriate behavior react. The bystander can intervene to help prevent, reduce and stop the negative consequences.

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**Bystander Intervention**

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**Who?**

**SO WHO IS A ‘Bystander’?**

They can be groups or individuals who observe inappropriate behaviours first hand or those who are subsequently informed of an incident.

**NZDF ETHOS**

“Be accountable for your actions; serve New Zealand loyally, honourably and with pride.”

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**What is 'Bystander Intervention'?**

Bystander intervention is an approach that focuses on the way individuals who are not the targets of inappropriate behavior react. The bystander can intervene to help prevent, reduce and stop the negative consequences.

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**What is the Bystander Effect?**

The bystander effect is a phenomenon that refers to situations in which individuals do not offer any means of assistance when an inappropriate situation occurs. Several variables help to explain why the bystander effect occurs:

1. **Ambiguity.** The more ambiguous the situation, the less likely people will intervene.
2. **Group cohesiveness.** The need to behave in socially acceptable ways. Thus, when other observers fail to react, individuals often take this as a signal that a response is not needed or not appropriate.
3. **Diffusion of responsibility.** This can prevent people realising there is a need to intervene.

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**Forms of Bystander Intervention**

- Prevention
- Immediate intervention
- Long-term change
- Distract
- Separate
- Address the issue
- Bring others in to assist

Intervene appropriately when you observe inappropriate behaviours and consider all factors.

If you are informed of an issue that does not fit with our values, you have a responsibility to inform the chain of command or your supervisor. We all have a duty of care, and a managerial obligation to create a safe working environment for all members of the NZDF. This enhances our non-operational and operational effectiveness.
“STAND UP, SPEAK OUT, TAKE ACTION.”

By Warrant Officer of the Air Force, WO Mark Harwood

Our primary purpose is to deliver military air operations. This requires resolute trust and cohesion between the myriad of teams and individuals working towards these outputs. Our core values are the vital ingredient that makes this possible. However, it is the ownership and the maintenance of these core values that determines the true health of our Air Force and I believe we will always have room to improve. Our core values are not just words on a shiny poster! In order to make them real, our behaviours have to align with their true meaning and intent.

Every member of our organisation has a right to be treated with respect and work in an environment that is safe and free from inappropriate behaviour. It is after all what I hear promised as we welcome our newest members into our Air Force.

Bystander Intervention is an important tool in the continuous maintenance and improvement in every area of the Air Force. It forms part of the emphasis on proactively and systematically resetting our culture by recalibrating our behaviours – we are making a new ‘normal’, a new acceptable normalised behaviour.

What may have been viewed as harmless banter or tongue-in-cheek remarks in the past will be subject to far more scrutiny from now on. Think before you speak and act and intervene when you hear or see potentially harmful or inappropriate behaviour. Progress will result when we all exercise social courage and intervene instinctively.

Of course the overwhelming majority of us live by our values 24/7 and that is why we are regarded as a very well-respected and professional Air Force, both nationally and internationally. The challenge is for all of us to make it even better, by promoting healthier attitudes and behaviours – one where a culture of dignity and respect is the norm and a safe environment exists for all our people.

BENEFITS OF BYSTANDER INTERVENTION

- Negative behaviour is identified and results in positive shifts in behaviour and habits
- Negative behaviour is corrected at the lowest level
- Enhanced team and greater inclusiveness
- Raised professional standards
- A safer place to live and work

WHAT ARE THE NZDF EQUITY PRINCIPLES?

- Fairness. Decision-making about individuals is transparent, fair and based on a person’s merit and performance. Fairness must feature in all HR strategies, systems and practices.
- Valuing diversity. Differences are valued and respected. These differences help build a better workforce and contribute to organisational effectiveness.
- Inclusiveness. All members of NZDF are encouraged to contribute their full range of skills and experience. A respectful and responsive culture is maintained that enables access to work, equitable career opportunities and maximum participation. Particular attention is given to gender integration and members of the designated equity and diversity groups.
- Commitment. All members of NZDF are to behave according to the NZDF values and standards, particularly those related to fairness and non-discriminatory behaviour. This applies at all times and in all places.
- Operational effectiveness. Service and employment in the NZDF is focussed on achieving and maintaining operational effectiveness. The application of equity and diversity principles enables the NZDF to operate optimally in all environments.

Help

WHERE CAN I GO FOR HELP?

- Command chain
- The chaplains
- Anti-harassment advisors

The NZDF provides many mechanisms for assistance. Through our professional relationships with our supervisors and managers, you should feel comfortable enough to approach them and gain guidance in dealing with that situation.
The New Zealand Wars Study Centre

The New Zealand Wars Study Centre (part of the New Zealand Defence College) provides the opportunity for units and personnel to study New Zealand’s colonial wars and walk the actual battlefields. Do names like Gate Pa, Rangiriri, Orakau and Ruapekapeka ring a bell? These were just some of the dozens of battles that were fought in New Zealand between Maori tribes and British and government forces during the 1840s–1860s.

The value in studying these battles lies in the fact that although the technology of warfare changes, the underlying principles and issues remain the same. Participants can learn about; command, logistics, joint and amphibious operations, fortifications and field engineering, naval and riverine operations, intelligence, civil-military relations, the employment of weapon systems, the influence of language and culture and much more, by tracing the route of the campaigns and examining the battlefields in various parts of the North Island.

These battles were a pivotal part of our nation’s history and they have played an important role in shaping our present-day society including some of the issues that now confront us in respect to The Treaty of Waitangi. Participants will also learn about this aspect of New Zealand’s history and understand how warfare in the past has affected modern-day New Zealand.

The New Zealand Wars Study Centre is hosted by LTCOL Cliff Simons PhD and offers lectures, talks and a variety of battlefield trips of half a day to three days duration.

For further information go to the NZ Wars Study Centre website: http://org/hqnzdf-ted/LP/NZWSC.aspx
FOSTERING THE ANZAC SPIRIT ONLINE

Over recent years, there has been a growing interest from younger New Zealanders in learning more about their family military history,” says Rear Admiral (Rtd) Jack Steer. “This support is evident in the growing numbers attending services on Anzac Day and among those wearing poppies with pride. Many young New Zealanders are keen to know more about our war heritage and be connected with that and, through an RSA membership, where there will be a focus on engaging with our members online, they can be. It doesn’t matter if you’re 21 or 71 years old – the new National Association enables you to be part of a force for good in New Zealand, that champions the Anzac spirit and everything it stands for.” – RADM Jack Steer is the National Association’s president. He is not able to visit his RSA Club, in Papanui, Christchurch, very often. So being part of the National Association “allows me to stay engaged with what I feel is a very worthwhile movement”.

HOW AND WHY DID IT COME ABOUT?
RSA research showed that many people believed that you needed to have served in the military, or have some service connection to join the RSA.

Also, not everyone wants to join a local club; people want to be able to engage with their peers online, and that is what prompted the RSA to set up a National Association.

New Zealanders from around the world can join the new National Association, via our website, and connect with our cause on an international scale.

WHY SHOULD PEOPLE JOIN?
Everyone with an interest in the Anzac spirit, and the ideals of the RNZRSA, should join.

Members also gain advice on support and benefits, discounts through the RSA network, and access to Returned and Services League (RSL) clubs in Australia. Members will be provided with an RSA Club Card, granting them exclusive benefits and deals with a range of quality, trusted brands. The benefits available through the Club Card are substantial.

WHAT IS THE NEW ‘NATIONAL ASSOCIATION’ OF THE RSA?
The National Association is an online RSA. Because it is online, all New Zealanders can join up and support the RSA, regardless of whether they live near an RSA Club, or have any family or service connections to the military. It will also allow service personnel without a permanent address to join and participate in the RSA.

The National Association provides welfare for war veterans and their families, and assists with remembrance for New Zealand’s servicemen and women.

How do people sign up?
Visit https://rsa.org.nz/join
On a stunning weekend in April, the peace and quiet of the Wairarapa countryside was shattered by the sound of rapid fire when the New Zealand 3 Gun Nationals kicked off at the Wairarapa Pistol and Sport Shooting Club near Carterton. I, along with two members of the New Zealand Army formed the small NZDF contingent at the three day tournament.

3 Gun is a branch of the International Practical Shooting Confederation (IPSC), where participants compete with pistols, rifles and shotguns to find out who the best all-rounder is. Competitors face courses involving a series of targets set amongst natural or man-made obstacles. The objective is straightforward: shoot everything as fast and as accurately as possible. This makes for an exhilarating and very challenging shooting experience. In order to be successful, a competitor must not just master the art of marksmanship, but must also be able to apply the principles of marksmanship at ultra-fast speed.

The competition was very close in the end. But a decisive win on the pistol and a strong performance on the rifle partially offset the frustrating ammunition problems I encountered on the shotgun resulting in me finishing 4th overall in the Open division. Not a bad result at all, but one that only motivated me to remedy the problems and re-attack next time.

The ability to shoot fast, accurately and instinctively is a core military skill and one that should be our bread and butter. 3 Gun is not a combat simulation and it should not be thought of as one. Instead it is best regarded as a high-performance sport approach to shooting training where tenths of seconds and millimetres of accuracy count. To stay on top, we as competitors need to constantly train to push our skills beyond yesterday’s limits.

International militaries have long since recognised that the skills and equipment developed in the competitive environment can greatly enhance the combat capabilities and combat survivability of their soldiers. It is our hope that in 2017, the NZDF will be able to field a fully recognised IPSC Pistol and 3 Gun Team who can feed these skills back into the services, whilst demonstrating that we are the best in all that we do.
One morning at a Café in Wellington

A piece of whimsy by Squadron Leader Brett Marshall

Chief of Air Force (CAF) and Deputy Chief of Air Force (DCAF) decided to pop out to a café for a coffee to chat about the up and coming Re Organisational Year (ROY). As they walked into a café, CAF said he was going to have a flat white and asked DCAF what he wanted, to which DCAF replied, “a flat white as well thanks”.

“One flat white and for me and a flat white for DCAF” said CAF to the waitress.

“So one regular flat white and one decaf flat white?” she replied.

“No,” said CAF, “it was two regular flat whites.”

“Sorry,” said the waitress, “I thought you said decaf.”

“No, it is for DCAF,” replied CAF.

“Oh, my mistake,” the waitress replied, “So it’s one regular flat white and four decaf flat whites.”

“No,” said CAF, starting to think back to his days as a flying instructor trying to teach a student something that they continually failed to grasp. “I just want two regular flat whites. One for me and one for DCAF not four Decaf.”

The waitress was about to ask him if he was being funny when they were joined by CN and CA.

“I’ll have a decaf flat white if there is one spare,” they both said in unison (which CAF thought to himself was a good example of the increase in Jointry).

CAF said there weren’t any spare and that the waitress just didn’t know the difference between Decaf and DCAF. CN commented that he sometimes had the same problem whilst CA said he was pretty sure that CDF hated Decaf. DCAF was taken aback by this comment as, being very newly appointed, he hadn’t had much interaction with CDF.

DCAF then said he would just have water.
Notices

NO. 7 (CITY OF HAMILTON) SQUADRON

Air Training Corps is Turning 75

A shout out to all ex-cadets and officers of the Unit who are serving in the NZDF!

The Unit will be celebrating its 75th birthday on Saturday 17 September 2016 with a formal parade and march through Hamilton City followed by a formal dinner and ball at the Distinction Hotel, Garnett Ave, Te Rapa, Hamilton.

If you are interested in attending then please contact us by email at 75years@7squadron.org.nz or Log on to our facebook page to register your interest at www.facebook.com/7SquadronAnniversary/

Registrations of interest close on Friday 01 July 2016.
Indicative cost for dinner and ball is $70 per head.
We hope to see you there!

19 BOY ENTRANT SCHOOL INTAKE (1962) REUNION

Where: Classic Flyers, Tauranga
Date: 17–19 February 2017

Contact Ian Young for details.
Phone: (07) 542 2107
Email: ispcyoung@xtra.co.nz

41 SQUADRON

There will be a celebration of 40 years since its withdrawal from Singapore and the closing of the Squadron.

The reunion will be held in Tauranga 17–19 March 2017
All ex-squadron members are invited to attend.

Further detail regarding registration will be released at a later date.

This stunning shot was taken in the cockpit of a C-130 Hercules during Exercise Bersama Shield, as No. 40 Sqn delivered equipment and personnel to support No. 5 Sqn’s role in the event. The photo was taken by LAC Dan May (CISTECH) on the Hercules flight from RAAF Base Darwin to RMAF Base Butterworth – about two hours before landing.
Wingman Brunches are a fantastic opportunity to join with family and friends over good food and give a little something back. We’re asking people to host a meal in their home or at their work, guests pay to attend, and all the proceeds go to the trust. Visit our website to sign up, get more details, and download FREE decorations, games, recipes and more.

www.missingwingmantrust.org.nz

“You can make a real difference to Air Force families when they need help most.” Judy Bailey, MWT Trustee