EX BLUEBIRD – FROM THE SEA TO THE MOUNTAINS

CELEBRATE HERC 01’S MAJOR MILESTONE

LIFE FOR THE RNZAF IN KOREA
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
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• photos provided separate from the text – at least 300dpi.

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New Zealand Government
By Group Captain Tim Walshe, Base Commander Auckland

Our Air language often focuses on squadron numbers and shining aircraft, but while these themes are important we should focus more on the capability and the whole-of-team effort. As an Air Force we are proud of our Air culture and the sub-tribes of Air like to celebrate their ‘differences’. However, in the end we only succeed when the whole community works together.

In Auckland the Base Leadership Team is signed up to a mantra of ‘Generating Capability: Logistics Empowering Operations’ (Logistics in this sense is all enabling functions). Fundamentally, this is simple recognition of the team it takes to deliver military air operations. I was reminded once that aircrew need logistics whereas the reverse is not necessarily true!

We have successfully delivered a range of operations in recent years, ranging from TIKI VII through TAKAPU to TEALs and CRUCIBLE, along with short-notice tasks such as WINSTON. While each of these operations was centred on a deployed detachment, the capability delivered was only possible through the efforts of the entire Base team and many others beyond Auckland and across the wider NZDF. Alongside these high-profile operations the team works tirelessly to deliver military air operations to our wider NZDF team, government agencies and international partners.

So what can we do with an eye to improvement? There have been some really positive improvements in recent times with logistics initiatives such as the Fleet Support Teams coming together on Base. The Air C2 changes have delivered a more unified approach across the Bases. Notably, Chief of Air Force’s cultural drive to empower and ensure responsibilities rest with the right members of the team provides us an opportunity to challenge the status quo.

I would encourage you all to take the opportunity to question what it is you are doing and how you go about it? What ‘value add’ are you making in delivering military air operations? One challenge I would make to you all, that I really believe would keep us ahead of the drag curve, is simply to talk more. I don’t mean by email – that’s not talking! I’d ask everyone to consider breaking out of their day-to-day ‘stovepipe’ and actually talking with their partners face-to-face. You might surprise yourself how much you learn and how much you thought you understood an email meant.

Military air operations can only be delivered by the team. How well do you know the team? What value do you add to the team outcomes? Take the time to break out of the office and by doing so you’ll better understand the challenges and opportunities of our Air Force. We can be proud of what we deliver but we always need to look for the next improvement or reduction of drag.
No. 6 Squadron’s newly acquired Seasprite SH-2G(I) helicopters have been taken for a spin around the mountain ranges at the top of the South Island and they have so far conquered the unique challenges the high altitudes pose. One of the Seasprite’s pilots, Flight Lieutenant (FLT LT) Taylor Berriman talks to Air Force News about Ex BLUEBIRD.
Blue skies greeted members of No. 6 Sqn as they arrived at RNZAF Base Woodbourne for the annual exercise, which is designed to test the Royal New Zealand Navy crew and Air Force maintenance team in their proficiency in mountain flying.

Flying in mountainous terrain involves distinctive flying tests and the crews have to keep their knowledge current in case they need to operate in this environment - most likely in a humanitarian aid or disaster relief scenario.

No. 6 Sqn was usually embarked on naval ships, so mountain flying was not its primary role, FLTLT Berriman said.

"We try to do it once a year for currency. It’s a really good opportunity to get away from Auckland, get away from the office and focus on flying in a different environment.”

The training was important because some situations would make mountain flying necessary. On some of the islands where the Navy would deploy to, such as Raoul Island or White Island, mountain flying techniques would be required.

"Although it’s not often that we’ll need to be in mountains as high as the ones around Woodbourne, the techniques are still the same," FLTLT Berriman said.

The specific challenges to mountain flying tended to be adverse weather conditions - "except this week where the weather has been ideal", he laughed. However, a rougher weather system was expected in the coming days, which would test the crew.

“The high altitude has an effect on how much power is available to us, so we tend to have to operate the aircraft closer to its limitations than we would flying around the back of a ship at sea level.

“It also gives us some good experience flying around the snow, where visibility can become extremely glary, so there are considerations around that as well.

“White-out conditions – things that can catch pilots out in particular - we have to experience them in a relatively controlled situation, so if you do come across it when you’re not expecting it, you know how to deal with it.”

But the biggest challenge was the effect of the wind, FLTLT Berriman said.

“So when you’re flying around with 30 or 40 knots of wind back in Auckland it’s not a big deal. But when you fly in the mountains you’re experiencing some pretty interesting conditions like turbulence and upper air flow that you just don’t get in Auckland.”

The newly acquired “I” model Seasprite flew like the old “NZ” model, but the information it could give the pilots was far superior, FLTLT Berriman said.

“It gives us a lot more situational awareness. It’s a lot easier and quicker to gain the information that you need from the glass cockpit, compared with the old dials from the past. It’s a major improvement.”

The exercise takes in flights over Dip Flat, the Saint Arnaud Range, the Inland Kaikoura Range and Mt Richmond.
Our C-130 Hercules NZ 7001, from No. 40 Squadron, has reached the mighty milestone of 30,000 flying hours. As the clock ticked over, the youngest and newest Squadron pilot, 21-year-old FG OFF Max Longdill, was at the controls. During those thousands of hours the aircraft has carried VIPs, landed on hundreds of foreign airstrips and transported unlikely aircraft passengers. It has taken part in humanitarian relief missions and has flown into warzones. We look back on its stellar career from when it was purchased new in 1965 to today...

**HERCULES’ 30,000 Hour Milestone**

Former Loadmaster Kevin Sturgeon

Former Loadmaster Kevin Sturgeon is one of the last of the original NZ 7001 crew members and he can vividly recall flying in the brand new aircraft more than 50 years’ ago. “We picked it up from the factory in Georgia, United States, and test flew it and flew it home.”

Everything about the plane was “very, very good”, he said. “It was brand new, it was the latest of the H model and it was always extremely reliable.”

The 75-year-old recalled that NZ 7001 was the first plane to ever fly west out of New Zealand to England via Asia – previously the route had been through the United States. “We had the big brass on board because it was such a special trip.”

Princess Anne visiting Antarctica in 2002 in memory of 100 years of the Scott Expedition to the South Pole
Over the years NZ 7001 has carried thousands of passengers – mostly crew, some VIPs and some who were a little more unusual... Just some of those VIPs included:

- **July 1967**
  - The Prime Minister Keith Holyoake and his family were flown to Tonga to attend the coronation of the new late King of Tonga, the then Prince Tungi

- **Sept 1974**
  - The aircraft was part of a convoy for the late Prime Minister Norman Kirk's hearse as it was flown from Wellington to Christchurch.

- **July 1979**
  - NZ 7001 flew Princess Anne across the Tasman in a fitted Royal VIP suite.

- **Feb 2002**
  - The princess was also aboard when she visited Antarctica for a trip to commemorate 100 years of the Scott Expedition to the South Pole.

NZ 7001 was nothing if not adaptable with its guests. It also accommodated a monkey and two crocodiles, named Scar and Goldie, weighing more than 450kg each and destined for Auckland’s Butterfly Creek.
Everyone needs a little fine tuning from time to time to be at their best. But as you can see from this shot in July 2011, a little more is involved with the C-130s than a quick visit to the GP. For you maintenance boffins, here are a few of NZ 7001’s upgrades:

- First Centre wing box changed at 7281.7 flight hours, July 23, 1973
- Outer wings changed at 11,796.2 flight hours, July 8, 1981
- Fatigue Improvement programme carried out at 13,608.8 flight hours, April 13, 1984
- C-130 LEP carried out at 28,333.9 flight hours, March 2011 - February 2013

Did you know...

The 7001 uses 2800 litres of fuel per hour, which means that over its flying lifetime it has used 84 million litres of fuel. If we calculate the price of avgas at the time of printing, 83c per litre, then roughly $70,000,000 worth of fuel has been used.

Beauty Prize

WGCDR (rtd) Trevor Butler reminisced about NZ 7001 winning a beauty prize at the International Air Tattoo held in Brize Norton in the UK, in June 1979. Local media at the time reported the New Zealand aircraft maintenance standards won the “Concourse D’Elegance” trophy at the air show. NZ 7001, 14-years-old at the time with 11,000 flying hours under its belt, won the award for the best-turned-out aircraft of her type at the International Air Tattoo. “The 11-man New Zealand crew had basically only one day to prepare the aircraft after the 12,000-mile flight before the judging began,” media reported.

Flight Sergeant Duanne Morrison recalls how hard NZ 7001 worked in the Middle East

“NZ 7001 departed Whenuapai on March 18, 2013 to the Middle East Forward Operating Base. During the next month NZ 7001 carried out 46 flights in theatre, including 17 missions in and out of Bamiyan (NZ PRT location) totalling 79.4 flight hours, before returning to New Zealand between 17-22 April 2013.”
Herc Milestone

Flight Lieutenant Matt Nanda remembered how NZ 7001 was there during one of the worst mining disasters in New Zealand history.

“I recall a flight on NZ7001 on 25/26 November 2010, where we took an augmented Op ANTARCTICA (Icecube) crew from Christchurch to Mackay to load the Gorniczy Agregat Gasniczy (GAG) unit from Queensland during the Pike River Mine Disaster. The GAG unit was a jet engine unit developed for use in mines, controlling and suppressing coal seam fires and neutralising firedamp situations. The GAG unit, accompanied by 16 crew from Queensland Mines Rescue Service, was transported in an attempt to suppress the fires at Pike River Mine.

We landed at Mackay and discovered the GAG unit was not ready for C-130 transport (ie not palletised). The unit arrived in pieces and stacked high on two flat beds of a truck and trailer unit. The crew had to hand-load the GAG unit into the Herc cargo compartment. Some items were so large we required assistance from forklifts, which was made difficult by their non-suitability for loading into the ramp of a C-130. The loading was conducted through monsoon rains on the tarmac of Mackay. We flew through the night to offload the GAG unit at Hokitika Airport where we were met by NZ Police and NZ Army.

It is solidified in my mind as a unique (but not unusual) display of No. 40 Squadron grit, effort and camaraderie to help our fellow New Zealanders in tragic need. It was an uplifting evening and I was proud to have been a part of this snapshot of C-130 operations in the RNZAF.”

By the Numbers:

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<td>555km/h</td>
<td>Crew:</td>
<td>Two pilots, one air warfare officer, one flight engineer and two loadmasters</td>
</tr>
</tbody>
</table>

The first C-130 7001 flight into Vietnam was on July 6, 1965. The flight was an orientation for the following deployment of the NZ Army into Bien Hoa. The deployment started 10 days later.

On April 29, 1965 7001 flew direct to Honolulu – 3840nm/12hr 20 mins. At the time it was the longest flight by distance by any New Zealand civil or RNZAF aircraft. It then flew on to Dobbins in Kentucky, US, before travelling home on September 9.
I have spent the past year deployed on Operation SCORIA, assigned to the Observer Group Golan. After training in Israel, I moved to the Golan Heights on an Observation Post. The team I am on is made up of 14-17 United Nations Military Observers (UNMO), captain or major in rank, from no less than 10 different nationalities. The team is spread across two permanent Observation Posts, and at three temporary posts, three times per week.

I have had the privilege of being a Deputy Team Leader (DTL) here since mid-November last year, and the Team Leader (TL) since June. We have built a leadership group within the team by job-sharing responsibilities such as administration, training, medical, and information roles. We also remain operationally focused and drive the direction of training with that in mind. With a high turnover of UNMOs, training can become a priority.

**DUTIES OF A TEAM LEADER**

In addition to maintaining the UN Truce Supervision Organisation’s Chief of Staff and the Station Chief’s aims, my duties include planning, organising, monitoring and evaluating the team operations, as well as supervising the training of new UNMOs. My interaction with headquarters is critical, and the value of the relationship we have with maintenance, logistics, communications and personnel is absolutely vital for the Observation Posts to operate. The help and tireless work they do on behalf of the mission is something each TL endlessly appreciates, so we work hard to keep the dialogue and relationships active.

**CHALLENGES**

Each TL at Observer Group Golan face their own challenges relative to their area of operations. The operating environment varies depending on which part of the line the team is on, whether the Observation Post is in a highly kinetic area, a training area, or visited by civilians needing to contact locals.
The differing cultures of course vary considerably. However, this is not a challenge, but an opportunity to learn what makes each other tick, build relationships and experience what being in a multi-national contribution is all about. The environment, including the weather extremes, also pose their unique challenges, but there are mitigating factors such as superb logistical support, command’s concern around where and what we do, as well as the force protection in place at some of the Observation Posts.

**POSITIVES**

The key takeaway from the experience gained within teams like this is experiencing and managing diversity. It’s all here, and fortunately being in a team that has both diversity and members who embrace it is extremely rewarding. The experience of the officers provides the opportunity for both mentoring and the benefit of hindsight. It also provides the opportunity for others to develop and create their own learning opportunities. The mix of these officers, combined with the diversity of everyone’s background and cultures, creates an experience for the Team Leaders that might rarely be exposed to back home.

“Each TL at Observer Group Golan faces their own challenges relative to their area of operations.”

and visitors to the outstation. Each team is made up of numerous contributing nations, with an extensive variety of training and operational experience, and the accompanying opinions, as well as a variation in core competencies. The attitudes and impressions new additions bring to the teams month by month is also a learning opportunity for us, as it is both a challenge for the new person to ‘find their feet’ in the mission, as well as the TL to help and encourage them to fully integrate.

The management requirements (as for any unit with more than a dozen people) exist here as well. Everything from personnel reporting, training, mentoring, meetings, disseminating and applying the commanders’ intent and understanding the bigger picture all applies here.
New Seasprite Helicopter on First Operational Mission with an OPV

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

One of the RNZAF’s newly acquired fleet of Seasprite helicopters joined the Royal New Zealand Navy’s HMNZS OTAGO on a resupply mission to the remote Kermadec Islands recently, its first operational mission with an offshore patrol vessel (OPV). The islands were restocked with tonnes of supplies and experts including technicians, divers and a volcano chemist who were on board to check conditions at the islands.

Officials hailed the deployment of the SH-2G(I) Seasprite with the OPV as a significant capability milestone, saying it has widened the scope of the NZDF’s support for other government agencies.

The newer model Seasprite, one of eight that are being introduced into service this year, flew 23 government workers, about seven tonnes of vital equipment and supplies and two rat-hunting dogs to hard-to-reach areas in the Kermadecs.

The use of an SH-2G(I) Seasprite, which operated from HMNZS OTAGO, reduced the length of time needed to carry out the operation to just one day.

“Although the newer model Seasprite was deployed on a frigate for a multilateral exercise in June, their deployment on an OPV is a major step forward in increasing the NZDF’s ability to support other government agencies in New Zealand and in the Pacific region. This also marks a major milestone in the modernisation of the Navy’s fleet,” said Captain Dave McEwan, the Acting Maritime Component Commander.
OTAGO’S Commanding Officer Lieutenant Commander (L TCDR) Andrew Sorensen said the ship’s first stop was at Macauley Island, where the Seasprite dropped off a Department of Conservation (DOC) representative and two dogs trained to detect rats and other pests.

OTAGO travelled next to Raoul Island to resupply the DOC outpost there. About seven tonnes of goods, including food supplies, general equipment and a light utility vehicle were flown to the island in underslung loads.

“The NZDF provides logistical support to other government agencies and the resupply mission to the Kermadecs is a good example of that,” LTCDR Sorensen said.

“The Seasprite deployment with an OPV has allowed us into more inaccessible and remote parts of the Kermadecs and has widened the scope of the NZDF’s work in support of DOC and GNS Science,” National Maritime Coordination Centre Manager Kevin Arlidge said.

Fourteen DOC staff, including mechanics, builders and specialists involved in the agency’s weed eradication programme, were flown from the ship to Raoul Island by the Seasprite.

OTAGO also transported three MetService personnel, who carried out routine maintenance work on the automatic weather station on the island, two electronic technicians and three commercial divers from GNS Science, who checked the tsunami gauges, seismograph and Global Positioning System, and a volcano chemist, who checked the volcano and crater lakes for any seismic activity.

“The tsunami gauges are the first line of defence against tsunamis and are vital for the public safety in New Zealand. The seismograph and GPS help GNS monitor for large earthquakes and submarine volcanic eruptions. So without NZDF support, we may not be able to keep this going,” GNS Science volcanologist Brad Scott said.

MetService staff also installed a lightning detection sensor on the island to serve as an early detection and warning system.
A commemoration ceremony in Wellington – including a Spitfire flypast – marked the 76th anniversary of the Battle of Britain in September.

The Chief of Air Force, Air Vice-Marshal Tony Davies, and Air Commodore (Rtd) Terence Gardiner laid wreathes at the Pukeahu National War Memorial in Wellington, on behalf of the New Zealand Defence Force and the Royal New Zealand Air Force Association.

The Battle of Britain (10 July – 31 October 1940) was one of the defining moments of World War II. It was the first battle in history waged almost exclusively in the air, and was fought between the Royal Air Force’s (RAF) Hawker Hurricanes and Supermarine Spitfires, and the German Luftwaffe Air Force’s bombers and Messerschmitt Bf109s.

Over a four-month period, about 3000 Allied airmen – including 129 New Zealanders – battled in the skies above southern England for that country’s survival.

Despite suffering heavy losses, the RAF prevailed. This was the first serious setback experienced by the Germans during the war, and gave the British hope at a time when German military forces seemed unstoppable.

The battle was this year commemorated on September 15. On that day in 1940, the Luftwaffe embarked on their largest bombing attack yet, forcing the entire RAF to engage to defend London and the south-east of England. This resulted in a decisive British victory that marked a turning point in the war, in Britain’s favour.

The RAF lost 435 pilots and 62 other aircrew, plus 422 pilots from Flight Command, including 20 New Zealanders.

Winston Churchill summed up the effect of the battle with the words: “Never in the field of human conflict was so much owed by so many to so few.” Since then, pilots who fought in the battle have been known as ‘The Few’.

Group of pilots from Nos. 19 and 616 Squadron pose with their dogs and a Spitfire at RAF Duxford, 1940. L-R: On wing; Brian Lane, ‘Flash’ the Alsatian, ‘Grumpy’ Unwin, ‘Rangy’ the Spaniel, Noël Brinsden (NZ). Standing; Bernard Jennings, Colin MacFie, Billy Burton, Philip Lackrone (American)

A photo of Wing Commander Al Deere, left, and Colin Gray, New Zealand’s pilot with the most number of kills in the Battle of Britain, in front of Brendan Deere’s Spitfire at Ohakea Air Force Base
As North Korea hits the international news with its second nuclear test this year, it’s relevant to note that the New Zealand Defence Force is still represented on the Korean Peninsula. Currently Five NZDF personnel are deployed on OP MONITOR as part of the United Nations Command (UNC). UNC is the coalition of UN member states that fought in the 1950-1953 Korean War opposing the Korean People’s Army (KPA) of North Korea. Since the Korean Armistice Agreement was signed in July 1953, the United Nations Command Military Armistice Commission (UNCMAC) has been responsible for monitoring and managing the terms of the agreement to maintain stability, enable dialogue and prevent the resumption of hostilities.

My role is that of the Assistant Joint Duty Officer (AJDO) at UNCMAC, a representative of the UNC established to pass messages and coordinate meetings between the General Officers of the Military Armistice Commission (MAC). To perform this duty I work at the Joint Security Area (JSA) in the Demilitarised Zone (DMZ). My primary workplace is the area of conference row, where buildings are located half on each side of the military ‘border’ to host talks between the two sides when required. I monitor military operations in the JSA, and regularly cross into North Korea while checking the inside of the buildings or escorting VIPs.

When I’m not on duty in the JSA I live in a small camp on the southern boundary of the DMZ called Camp Bonifas. The facilities are limited but there is always something to keep busy with, especially liaising with the combined US and South Korean Army security battalion who also live and work here. I have had to adapt to fit into an unfamiliar cultural environment, which, along with the Korean/English language barrier provides a unique challenge both in the workplace and when off camp experiencing South Korea. The climate can also be a challenge here, I have experienced high humidity and temperatures of up to 40C during my six-month posting over summer, including an unusual heatwave – the hottest since 1994. My replacement will have to endure temperatures down to -20C during winter.

Although my time here in Korea is almost at an end and I’m looking forward to getting home, I can safely count this as being one of the most interesting experiences of my RNZAF career so far.
It was a moving day, literally and emotionally, when the Royal New Zealand Air Force’s (RNZAF) hypobaric chamber was moved out of its old home at Clark House in Hobsonville and trucked across to a shiny new abode as part of the Aviation Medical Unit (AMU) at Whenuapai. The move signified the end of the New Zealand Defence Force’s association with Clark House that stretched back to 1947, when it was bought by the Defence Department.

Clark House, or Ngaroma, was built in 1902 for Rice Owen Clark II, featuring the patented ceramic blocks that the Clark family business had developed. This business was a big part of the early history of the area, once known as Limeburner’s Bay, and one of the features of the house was the tunnels that linked it to the ceramic works closer to the water’s edge.

AMU began life in 1944 at Ardmore, before moving to the main training base at Wigram in 1955. With the modernisation of the RNZAF fleet in 1966, the need to demonstrate and train under the effects of high altitude led to the purchase of the Vacudyne 9A9 Hypobaric Chamber at a cost then of $US500,000. Both the chamber and AMU moved into Clark House, where they remained (bar a name change or two) until recently when AMU was forced to move out because of the building no longer meeting earthquake regulations.

In simple terms, the chamber operates by reducing the air pressure to simulate the thinner air encountered at high altitude. It can do this gradually, to demonstrate the insidious nature of hypoxia on the human brain, or rapidly to expose aircrew to the effects of rapid or explosive decompression. The latter is never a pleasant experience, because when pressure is released suddenly the gas present in the human body expands and needs to find a way out. Cynical flight engineers have been known to “pre-load” with a meal of baked beans to ensure maximum effect is inflicted on the more junior members of the crew.

In its early days the chamber could maintain an altitude of 200,000ft above sea level, and an explosive decompression up to 75,000ft in a few seconds. While this has been limited to lower altitudes in recent times, it still provides an invaluable lesson on the effects of altitude on the atmosphere, as well as providing an environment for research and the development of aircrew life support systems. It also enables the clinical assessment of aircrew’s ability to equalise ears and assess sinus issues (pre- and post-surgery).

Moving the chamber was a major operation in itself, with the 27-tonne load requiring some specialised equipment of its own to be loaded and transported. Everything went to plan, and it now will undergo refurbishment in its new home. Once the new building is complete AMU will re-join it, and together they will continue the valuable task of exposing aircrew to the thin air of altitude.
Surveillance Capability gets Massive Boost

The Royal New Zealand Air Force’s maritime Airborne Surveillance and Response Force (ASRF), aircraft are getting a $36-million lift in underwater surveillance capability, enabling them to better detect submarines in New Zealand’s marine backyard.

Boeing has been awarded the contract to upgrade the underwater intelligence, surveillance and reconnaissance capability of RNZAF No. 5 Squadron’s six P-3K2 Orions.

The upgrade represented an “exponential jump in capability”, No. 5 Sqn Commanding Officer, Wing Commander Daniel Hunt said.

“This upgrade provides the P-3K2 with an underwater surveillance capability that is in line with what is expected of a modern patrol aircraft and enables us to more effectively contribute to Government objectives.”

Defence Minister Gerry Brownlee said the Asia-Pacific region was home to two-thirds of the world’s submarines.

Having an underwater surveillance capability deters interference with the sea lines of communication that New Zealand and many of its friends rely on.

The upgrade will enable the New Zealand Defence Force to work better with its partner nations, because many already use the capability.

Boeing Land and Sea director Lance Towers said the capability established “unsurpassed interoperability with other fleets”.

“The New Zealand Defence Force will find itself very proud of this system.”

The Secretary of Defence, Helene Quilter, signed the contract with Boeing recently.

“When I came in as the Secretary of Defence, I had no idea of the range and extent of the submarine threat in our region,” said Ms Quilter.

“This was always seen as an important part of the broad mix of capabilities we needed, and was ‘straight out of the box’ when we got final White Paper approvals.”

The 2016 Defence White Paper said NZDF needed to be capable of operating across a broad spectrum of geographic and operating environments.

The improvements will be made to the six maritime ASRF aircraft within the next two years.

A quarter of the $NZ36 million contract will be spent in New Zealand.

Mr Brownlee said he was pleased that New Zealand businesses Safe Air, Beca and Marops Ltd would be involved in supporting this acquisition through its life, with about 25 per cent of the value of the contract being spent with those companies.

Beca is an engineering consultancy, Marops develops simulation and integrated training services, and Safe Air is an aeroplane maintenance, repair and overhaul company.
Poppies Rain Down Over Somme Commemorations

Hundreds gathered in the fields of France last month to remember the thousands who died in the battle at Somme. As they remembered the fallen, poppies fell from vintage planes flying overhead.

New Zealanders gathered near the village of Longueval, in northern France, to honour the soldiers of the New Zealand Expeditionary Force who fought, and fell, in the Battle of the Somme in 1916.

More than 800 people, many of whom had travelled “from the uttermost ends of the Earth”, joined a New Zealand Defence Force ceremonial contingent to mark the centenary of the New Zealand Division’s involvement in the battle.

The commemorations began at dawn, the same time as the order to “go over the top” rang out 100 years ago. As the sun rose slowly over the mist-covered fields surrounding the New Zealand Battlefield Memorial, the New Zealand Ambassador to France, His Excellency Dr James Kember, and the Chief of Defence Force, Lieutenant General Tim Keating, delivered readings describing the horror and the hope of World War I soldiers thrown into industrialised warfare for the first time.

Following the service, the 200 attendees walked down the road leading from the New Zealand Battlefield Memorial to Longueval, now named Chemin de la Nouvelle-Zélande - the New Zealand Road - by the Mayor of Longueval, Jany Fournier.
The National Commemorative Service at the Caterpillar Valley Commonwealth War Graves Commission Cemetery was attended by His Royal Highness The Prince of Wales, Minister of Defence Gerry Brownlee representing the New Zealand Government, Jean-Marc Todeschini, the French Republic Secretary of State for Veterans’ Affairs.

The Prince of Wales wore New Zealand Army ceremonial uniform, including a lemon squeezer hat, in recognition of his honorary title of Field Marshal of the New Zealand Army.

After Able Musician Rebecca Nelson and Warrant Officer Jack Rudolph sang ‘Poppies and Pohutukawa’, two vintage World War I aircraft - the RAF B.E.2e and Albatros D.Va - flew around the cemetery, dropping paper poppies on the fields where New Zealand soldiers marched during the war.

Both exact reproductions of the aircraft had been built by New Zealand company The Vintage Aviator Ltd.

The commemoration of New Zealand’s involvement in the Battle of the Somme concluded with a Sunset Ceremony at the New Zealand Battlefield Memorial.

The Battle of the Somme was New Zealand’s first big engagement on the Western Front. It took a huge toll on the 15,000 members of the New Zealand Division who were involved. The Division sustained 8000 casualties and 2111 soldiers were killed in the battle from 1 July -18 November 1916.
The Opening of the Air Force Tūrangawaewae
– what can we expect?

By Wal Wallace, RNZAF Tūrangawaewae Manager

In the early hours of October 8, the Air Force will realise a cultural milestone. As the first rays of light strike the horizon, the Air Force Tūrangawaewae will come into effect. The dawn ceremony is where guests will feel the essence of the Māori culture, experience a ceremonial rite from our past and bear witness to the birth of your tūrangawaewae.

Later there will be a mass pōwhiri for all who honour us with their presence. It will be a massive undertaking in itself as we welcome hundreds of supporters. The pōwhiri will end in a crescendo as the Air Force haka closes the last speech.

Lunch will follow the pōwhiri then all will be treated to a couple of hours of cultural entertainment as several kapa haka groups take to the stage. In the evening the next stage of celebration will be a buffet/social dinner.

Everything will be brought to a conclusion with a church service at the tūrangawaewae on Sunday.

You will notice that the word ‘marae’ has not being mentioned at all and for good reason – ours is not one. It is a tūrangawaewae or cultural ‘standing place’. A marae in the traditional sense is the ceremonial courtyard in front of an ancestral house. Because our ‘house’ sits on the tribal land of Ngāti Apa it would be an affront to their mana to stand up an ‘ancestral’ house that was not a Ngāti Apa ancestor. Even if we wanted to we couldn’t. Though we may share common forebears, it is not the same as having an ancestor that we all descend from. Our house is therefore a whare wānanga (house of learning), or whare manaaki (house of hospitality). It also makes our place a tūrangawaewae rather than a marae. You may consider this a mere matter of perspective but as long as this is the local iwi’s perspective then it must also be ours. We expect that the term ‘marae’ will still drop into conversation out of habit and misunderstanding. It will still slip into speeches and appear in documentation and yes, it is much easier to say and remember than tūrangawaewae but that doesn’t make it right. We will try our best to observe that which is right rather than that which is easy.
Celebrate the Royal New Zealand Air Force’s 80th Anniversary at the spectacular Air Tattoo at RNZAF Base Ohakea.

Watch this space in October for more details
www.airforce.mil.nz
Squadron Leader (Rtd)
Derrick Hubbard Back in the Skies at 90

By Michelle Sim, Communications Officer

Having held his private pilot’s license many years ago, ex-RNZAF Engineering Officer and Air Force Museum volunteer guide Derrick Hubbard was determined to fly solo once more for his 90th birthday. After a few months of refresher training, he recently achieved that goal.

Derrick was inspired to take the controls again by his former friend and Air Force colleague, ‘Sandy’ Sandilands. Derrick and Sandy had met originally as RAF trainees in Southern Rhodesia (now Zimbabwe) after World War II, and met again in New Zealand after they had both transferred to the RNZAF.

“After we retired from the RNZAF it was Sandy who suggested we get our pilot’s licence again. So we did. I let mine lapse but Sandy kept his up and it was his goal to fly a helicopter solo on his 90th birthday this year. Unfortunately he was killed in a car accident in Blenheim at the end of last year. So I thought, ‘if Sandy can fly a helicopter at 90, I can fly an aeroplane’.”

To prepare for his flight, Derrick flew 11 hours dual in a Tecnam P92 aircraft at the Canterbury Recreational Aircraft Club (CRAC) in Rangiora. His instructor was Dave Mitchell, who was a Flight Sergeant at Aircraft Maintenance Squadron at Wigram in the 1980s, when Derrick was the CO. Having learned that Dave was the senior instructor at Rangiora, and with considerable confidence in his skill and capability, Derrick phoned him up to ask if he was game to get him solo. For his part, Dave was delighted to help his former CO achieve his goal.

About 25 years after he had last flown, Derrick made his solo flight on August 25 in “trying” conditions, with strong gusty cross-winds. He says he felt an enormous sense of relief and excitement to have made the flight on his 90th birthday, as planned. Rumour has it he’s already planning his 100th, with talk of doing aerobatics in a Harvard!
Eye Opener for Keen Tertiary Students

By Lieutenant Louis Munden-Hooper

Joining the military means taking on a unique role. So the Defence Recruiting Organisation (DRO) runs a course that allows young people to experience a taste of Defence Force life before making the decision to commit.

The latest Defence Careers Experience (DCE) invited university students to Woodbourne Air Base near Blenheim. With a cadre of 35 university students studying everything from medicine to engineering we set out to showcase just how the NZDF takes a graduate and builds in them the practical skillset required to work and lead in a military environment.

The course conveyed the methods we use to draw out leadership skills and instilled an idea of the military way of life. By leaning heavily on the training systems and development professionals already in place at Woodbourne (by virtue of being a training base) we managed to deliver a good balance of the theory behind our leadership framework and enough practical activities to allow the students to try their hand at the way we do things.

The DCE wouldn’t be the legitimate article, however, if we didn’t strive to include the aspects of our service culture that helped to differentiate us from other employers. The students found themselves as guests in the Officers’ Mess one night and the following morning roused at 4am for a PT session to start their longest day of the experience.

Practical tasks and team activities were the methods we chose to deliver the opportunities for the young students to try their hand at managing and influencing each other under pressure. Through the week they worked in teams to accomplish tasks from raft building to rowing. They competed against each other towing Unimogs and solving anagrams - ultimately they were all-go all the time from the moment they got on base until the moment they left.

It can be quite easy to forget the framework we use to develop our people’s leadership and management skillset but it was plain to see that being part of an organisation that puts effort into helping you develop was high on the list of desired employer features these students were looking for.

DRO runs DCEs on a regular basis, usually with high school students, with the attendees co-ordinated through their school’s careers advisor. The pilot for a tertiary student DCE was met with good buy-in from the host base and the feedback from the students was largely positive (it has also transferred directly into applications) so the intention from here is to roll out a more robust programme and planning cycle to hold a tertiary DCE on a recurring basis.
Distinguished Career Comes to an End After More Than 40 Years

By Charlene Smart, Senior Communications Advisor (South), Defence Public Affairs

Base Woodbourne has farewelled Norman Herring after 41 years with the RNZAF.

“I have fond memories of my early years at Woodbourne where I worked extensively with the trainees not only as an Education Officer but also as an Adventure Training Officer, hockey coach and welfare support officer.” Norman said at his farewell at the South Island base.

He joined the Air Force in 1975 as an Education Officer at the Airman Cadet School in Woodbourne and he stayed there until his posting in 1980 to RNZAF Base Shelly Bay in Wellington as the Base Education Officer.

He also spent time at RNZAF Support Group Headquarters before being posted to the OC Education Squadron position at RNZAF Base Wigram in 1984. Norman held this position until he retired in 1990 at the rank of Squadron Leader.

Norman stayed on with the RNZAF as a civilian instructor at Base Wigram until it was closed in 1995, when he moved back to Woodbourne. He has held a variety of roles at Woodbourne including Computer Trainer and Digital Media Producer.

Norman has enjoyed the wide variety of tasks he has been able to complete throughout his career and during his latest stint of 21 years at Base Woodbourne.

“I have enjoyed the camaraderie of my work colleagues and the sense of being part of a team. I will miss working with the friends I have made over the years and swimming in the base pool – I generally start my day with a two-to three-kilometre swim.”

At Norman’s official farewell, Group Captain (GPCAPT) Shaun Sexton said that he was known and respected by everyone at Base Woodbourne.

“You are the most genuine, warm, nice guy it would ever be possible to meet or work with, and I’m sure everyone will wholeheartedly agree with that.

“You have had such a long and quietly distinguished career. You earned a reputation as an effective instructor and are always friendly and helpful. You will be missed,” said GPCAPT Sexton.

Norman said he doesn’t have any plans for his retirement in the short term but will continue with his hobbies of photography and swimming and will probably continue trying to stay current with the latest computer trends.
Meteorological lecturer Greg Reeve has been recognised by the Civil Aviation Authority (CAA) for his work teaching Ohakea aircrew, as part of their training, for more than 20 years.

The CAA has written a letter of thanks to Mr Reeve, who works for MetService, which was recently presented to him, alongside a MetService Certificate of Commendation.

Mr Reeve has a passion for practical meteorology in aviation. He has also undertaken a number of projects, primarily in his own time, to help the CAA in its safety initiatives, with particular emphasis on the challenging General Aviation (GA) sector.

In recognition of his contribution to civilian aviation in New Zealand, Mr Reeve was presented with an award from the CAA that recognised his significant assistance provided to the New Zealand aviation sector with regards to safety initiatives.

**These include:**
- Publication of the Met for Private Pilot’s Licence pilots, and work on upcoming Commercial and Airline Transport Pilot Licence editions
- Significant contributions to and participation in the CAA AVKiwi writing team
- Numerous presentations including video on practical Met application and the teaching of Met for instructor seminars
- Maintenance of the Met sections of the NZ Aeronautical Information Publication
- Ongoing assistance with the revision of the Met components of the pilot’s licence syllabus

In his letter, acting CAA Chief Executive Chris Ford said those achievements were “truly outstanding”.

Ray Thorpe from MetService, accompanied by Peter Lechner and Keith Mackersy from CAA, made the presentation in the presence of the Ohakea Base Commander and fellow Ohakea-based Aircrew Officers.
Honour for the man
who landed his planes
backwards

War hero WGCDR (rtd) Owen Hardy has recently received France’s highest award for services to France during World War II. The New Zealand pilot triumphed in the skies above occupied Europe with his impressive tally of air combat victories, but in the course of history he may well be remembered as the man who landed his Spitfires backwards.

The Legion d'Honneur was recently presented to Mr Hardy in his home in the United Kingdom. The 94-year-old, who was born in Auckland, joined the RNZAF in March 1941. He trained as a pilot in New Zealand and Canada before arriving in England. The young pilot flew Spitfires in combat in Europe and North Africa with No. 72 Squadron, and later with No. 485 (NZ) Squadron over occupied Europe and remained with them until the end of hostilities in August 1945.

While with No. 485 (NZ) Sqn, Mr Hardy flew Spitfires over the Normandy beaches in France during the Allied invasion of Europe in June 1944.

During his wartime exploits Mr Hardy became a New Zealand fighter ace with his large tally of air combat victories, and holds the Distinguished Flying Cross (DFC) and Bar, as well as the Air Force Cross (AFC). He later rejoined the Royal Air Force in 1947 and flew Vampire and Saber jets in developing jet fighter tactics, as well as establishing the fledgling RAF Jet Aerobatic team, which became the forerunner to the Red Arrows.

Mr Hardy’s war time record was wildly impressive however, what has stuck in the minds of many was his signature move of landing his planes backwards, which he describes in his book ‘Through My Eyes’:

“Not one opportunity was missed to slide-slip a landing. It eventually became the signature of my arrival. A fast run in a hundred feet or so above the end of the runway, slam the throttle shut, into fine pitch, pull hard up at forty five degrees to port, bang the undercarriage down at the top of the semi-loop, pop the flaps, partly roll right way up facing about thirty degrees away from the axis of the runway and kick on hard top rudder. Done properly the Spit would slide sideways down and, without help take a natural curve of approach to the runway where, if necessary, any excess speed could be fish-tailed off. Even the Spitfire IX’s with full ammunition tanks were docile enough to accept the treatment. So docile in fact that many months later when in Germany a remark was made ‘Oh you’re the pilot who brings the Spitfire in backwards’. Also, after having to land at an away airfield and, on
meeting with an old friend, being told 'I knew it was you. I saw you land'.

The pleasure gained from this habit did not come from a desire to show off but from the delight in showing off a virtually unknown superb flying characteristic of the Spitfire."

After holding various senior staff roles and appointments in the United Kingdom and abroad, Mr Hardy finally retired from the service in 1969.

**BY THE NUMBERS:**

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(Source: http://www.cieldegloire.com/002_hardy_o_l.php)
It’s back – and it’s bigger and better than before. This year’s NZDF Person of the Year awards will feature three new categories, introduced to help us celebrate what makes our Defence Force unique and special.

The new awards categories are Army Person of the Year, Airman of the Year and Civilian of the Year.

They’ll join the Sailor of the Year and the winners of categories including Innovation, Safety, Volunteering, Sport, and Reserve Forces in being eligible for the main award – NZDF Person of the Year.

Also eligible for this top award are those who’ve been awarded CDF commendations, Meritorious Service Medals and Queen’s honours during the calendar year.

The awards event will take place on 1 December at the Battlefield Training Facility at Ardmore. This time around the NZ Army is organising the event but CDF’s intent remains the same as last year – to celebrate the extraordinary achievements of our people.

CDF said this had been another big year as a Defence Force.

“We can’t deliver all the things we do for New Zealand without a huge team effort. I want us to recognise and celebrate our people and our successes.

“Defence people told us through the 2016 Census that they wanted NZDF to do more to recognise and reward outstanding performance. That’s what the NZDF Person of the Year event is all about.”

Nominations are open from anyone in the NZDF for three categories: Innovation of the Year, Civilian of the Year and Volunteer of the Year. The Innovation award is being judged by a panel of acting Director DX, Dr Jamie Latornell, Assistant Director DX (Innovation) Adam Harvey and a senior military leader.

Dr Latornell said the key theme was that we used our resources effectively to enhance our combat capability.

“The criteria include critical analysis of a problem, root cause analysis, originality of thought, the effect on enhancing combat capability and the degree of benefit.”

The Volunteer of the Year award panel includes Defence Public Affairs Director Trudy Warrender and Chaplain HQNZDF, Ant Hawes. The award will be based on volunteering work done in the previous 12 months and the impact on the community of the volunteer’s work.

The Civilian of the Year panel will consider a contribution made by a civilian member of our workforce in achieving a significant milestone or project over and above what might be expected of them.

More information on the awards and how to nominate people will be found on the ILP.
Health & Safety: Everyone has a Role

“As New Zealand’s Armed Forces we do not pretend we can remove risk, but I am committed to taking every reasonable effort to keep our people safe and improving the way we manage safety.

“To do this I expect everyone, from our people on the ground to my executive team, to work together to create a safer Defence Force.”

Chief of Defence Force, Lieutenant General Tim Keating

Working together to manage safety risks is key to creating healthier and safer work environments, and finding a successful way to do so is a priority for the NZDF.

“Ensuring that we have robust practices to engage with our people and allow them to participate in health and safety matters will strengthen our safety culture and help prevent future harm,” says Director of Safety Susan D’Ath-Weston.

“We know that in many cases the experts on the risks we face as an organisation are those on the frontline – our operational heartbeat.”

To ensure we are able to freely communicate safety concerns up and down the command chain, the Directorate of Safety is developing, with Services and portfolios, a worker-participation model that can be used across the Defence Force for our armed forces and civilians, she said.

The model will act as a guide for workgroups and be adjustable to suit the unique structures across NZDF. To ensure functionality when our people are deployed it will be based on our chain of command or management.

The main purpose of the model will be to provide ways for you to raise health and safety concerns, be part of making decisions related to health and safety, and offer suggestions for improving health and safety.

“It’s important that we actively encourage our people to participate in health and safety matters,” explains Ms D’Ath-Weston, “and that we ensure every person within the NZDF is able to speak up, without the fear of being reprimanded or any other repercussions.”

A crucial link between our people and their leaders will be trained unit safety and health advisors (USHA) who will represent members of their workgroup and act as safety champions.

“Improving our worker involvement in health and safety will not only make us more aware of the safety risks our people face, but help strengthen relationships and give us insight into what’s really happening across the Force,” Ms D’Ath-Weston says.
It is 12 months since the launch of the Force Financial Hub (FFH) and Air Force News is keen to share this progress update from NZDF Benefits Manager Mark Williamson.

- **What is the Force Financial Hub (FFH)?**
  **MARK** – It is an internet-based portal that brings together, under one site, a range of products, benefits, services and tools for NZDF members and their families. Having it on the internet means that we and our families can access it at any stage. We don’t need to be at work and nor is a pin number required to access the site.

- **What has happened across the FFH since October 2015?**
  **MARK** – Great progress has been made across several fronts.
  - The New Zealand Defence Force KiwiSaver Scheme and the New Zealand Defence Force FlexiSaver Scheme continue to gain traction. As of September 9 there were 2085 members and $31.7m invested. New members are signing up at the rate of 30 to 40 per week. There is now a smart-phone application that members can use to access fund balances or make changes, and more than 150 prezzy cards ($250 each) have been won. The first incentive payments (for the NZDF KiwiSaver Scheme) are due to be made shortly. A snappy performance report is issued each month and also posted on the FFH.
  - Also doing well is the Financial Capability Programme – NZDF has partnered with the Commission for Financial Capability (CFFC) to develop and roll out comprehensive financial capability programmes across all bases and HQNZDF in the 2016/17 financial year. There are two programmes: Get your money fighting fit, which is 27 hours of workshop activity spread over several weeks aimed at building individual financial capability; and a one-off seminar for those buying a first home, or a new home in a new location or relationship. Dates and contact details for the programme are available locally. All RNZAF personnel are urged to put their name forward.
  Finally, the NZDF preferred mortgage broking service (Milestone Direct Ltd) was launched on September 1 this year and uses MDL authorised financial advisers to provide the mortgage broking services. There is no cost to the user – MDL makes its money from the lending institution that provides the mortgage.

- **Where do members find out more about these services and how do they join the new savings schemes?**
  **MARK** – It is very simple. Just Google the “Force Financial Hub” and the landing page directs you through to the respective products or tools. The application forms for the savings schemes are also available at every base.

- **What is next?**
  **MARK** – we are currently working with the CFFC to put the SORTED tools on the Force Financial Hub. These are really valuable aids for members and families wanting to do more robust financial planning. I am also seeking approval to go out for tender for the provider of general insurances for members and families – house, household, vehicle and travel. More information about these initiatives will be provided later in the year.
The International Naval Review next month is the climax of the Royal New Zealand Navy’s 75th anniversary celebrations, with up to 12 ships arriving from overseas to participate in joint exercises and acknowledge our Navy’s milestone.

During November 10 to 13, ships will arrive in New Zealand, anchoring near Rangitoto Island in preparation for two joint exercises, NGATAHI and MAHI TANGAROA, held in the approaches to Auckland.

On November 17, the ships taking part in the review will enter the harbour in four groups. The first group will exchange formal salutes with a Waka Taua manned by the Tamaki Werenga Trust, acknowledging the bond between the Navy and Tangata Whenua.

As the ships enter, a procession of New Zealand military and civilian aircraft, as well as visiting foreign maritime aircraft and ships’ helicopters, will fly overhead. The Cloud on Queen’s Wharf will be the exhibition centrepiece of the review, telling “Our Story” to the public and visiting sailors.

The next day a “thousand sailor march”, combining New Zealand and visiting sailors and featuring the Bands of the RNZN, NZ Army, and a contingent from the Band of the Royal Marines, will take place on Queen St from Aotea Square to Britomart. There will also be a Fleet Review by the Governor-General, and a formal function for sailors at The Cloud.

A number of ships berthed in downtown Auckland are expected to be open to the public on November 20. The following day there will be a sports day at Ngataringa Sports Complex in Devonport.

The ships depart Tuesday, November 22.
Sports

Water Polo Team Ups Game in National Tournament

By FLTLT Derek Bezuidenhout, Military Assistant to Commander Joint Forces New Zealand

It’s been more than 30 years since RNZAF Water Polo competed in a national-level tournament. Putting things into perspective, this tournament is the equivalent of the RNZAF Rugby team competing at NPC level. With Warrant Officer (W/O) Dave Dean being the only person to remember the myths and legends of 1980s RNZAF Water Polo competing at this level, he was well placed to take up the manager role, and even score a cheeky goal for old times’ sake.

After three days’ training in Linton, coached by Corporal (CPL) Gavin Walker, the team captain CPL Todd Lambourne delivered a motivational speech for the ages. With his words of wisdom, “Do your best”, we rocked up to the Wellington Regional Aquatic Centre in our freshly minted RNZAF Italian-made speedos ready for a tough competition against experienced New Zealand clubs.

The RNZAF team put up a massive fight on attack and defence. Hutt Water Polo (tournament winner) and Canterbury were a little surprised by the RNZAF team, especially when Leading Aircraftman Nicole Martyn lobbed the ball into the back corner of the net. Fortunately for them we could not match their game fitness and speed, but let's not let the scores describe the overall success of the tournament.

While the RNZAF did not win any games, if you ask any of the players involved they would undoubtedly say it was a tour experience of epic proportions involving good curry, that Joseph Parker fight, tasty local ales and of course playing for the RNZAF in a national tournament.
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Sports

The RNZAF Golfing Society presents
the 66th Annual Golf Tournament 2016
30 October to 4 November
Rangitikei Golf Course

Play golf? Serving or have served in the Air Force? Then this tournament is for you!

The RNZAF Golfing Society hosts an annual golf tournament for its members. This year the tournament will be played at Rangitikei Golf Club from 30 October to 4 November.

With both 18 hole and 36 hole competition formats, all golfing levels are catered for.

Come join us in a tournament where the focus is about playing with friends and enjoying a few stories in the 19th at the end of the day.

The Tournament ends with a formal dinner at Ohakea, a prize giving ceremony and a chance to embellish a few stories of the week.

The Tournament entry fee is only $110, this covers green fees for up to 7 rounds of golf, prizes and the final dinner.

Entrants must be Society members, this costs only $20.

If you are interested and wish to find out more then contact:
• your Base Golf Club Captain,
• explore the RNZAF Golfing Society Website (www.societygolf.nz), or
• email RNZAFgolf@nzdf.mil.nz

Qualify for the 2017 Ironman World Championship in Taupo

Ironman introduced a qualification process last year for active duty military personnel to compete in the Ironman World Championship in Kailua-Kona, Hawaii. This amazing opportunity is open to all active duty military personnel regardless of country, gender, or branch of service. On March 4, 2017, Kellogg’s Nutri-Grain Ironman NZ will host some of the world’s top athletes. It will be one of only three events offering Military Division qualifying slots for next year’s Ironman World Championship.

The Military Division recognises where it all began with John Collins, a Naval Officer stationed in Hawaii, along with wife Judy, who began playing with the idea of combining the three toughest endurance races on the island into one race. They decided to issue a challenge to see who the toughest athletes were: swimmers, bikers, or runners. On February 18, 1978, 15 competitors, including Collins, came to the shores of Waikiki to take on the first-ever Ironman challenge.

To learn more about the programme, qualifying events and eligibility requirements, visit this website: http://bit.ly/2cPVS5W

Ironman

To view this content, please add Air Force News to your reading list.

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**Notices**

**NO. 17 (CITY OF CHRISTCHURCH) SQUADRON AIR TRAINING CORPS 75TH ANNIVERSARY**

The Unit will be celebrating its 75th anniversary over the weekend **24 – 25 March 2017**, commencing with a meet and greet on Friday evening, a lunch and combined Wing Parade on Saturday afternoon, followed by a Dine and Dance with the Air Force Band on Saturday night. All functions will be held at venues at the old Wigram Air Force Base, including the Museum. Total function cost for weekend $100 per person. Please register your interest at www.17squadronatc.com/?=reunion or go to our Facebook page www.facebook.com/events/1744533662434248/

**NO 8 (CITY OF NEW PLYMOUTH) SQN AIR TRAINING CORPS 75TH ANNIVERSARY**

**Labour Weekend 2016**

Facebook: No 8 Squadron ATC 75th Jubilee
Email: 8sqn75@primowireless.co.nz
Phone: (06) 2811681

Contact us and register for further details and remember to please share with your friends.

**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

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The buzz of excitement seeing a Seasprite land on the field at Cashmere Avenue school was infectious!

Photographer
A/SGT Amanda McErlieh

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Visit https://nzdfengagementhub.force.com

Are you on The Hub?
THE AIR FORCE IN CONCERT

WELLINGTON OPERA HOUSE
16TH OCTOBER 2016
2.30PM

Tickets available from Ticketek*
*Booking fees apply