ORION IN KEY
DRUG BUSTS ROLE

SAR AWARDS FOR
SQUADRONS

AIR FORCE BAND
TURNS 80
Our mission
To carry out military air operations to advance New Zealand’s security interests with professionalism, integrity and teamwork.
Air Force News is the official magazine of the Royal New Zealand Air Force (RNZAF)—established to inform, educate and entertain its personnel and friends.

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

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EX JOINT WAKA
PHOTOGRAPHER: LAC DILLON ANDERSON

CONTENTS

03 First Word
04 Drug Busts in the Indian Ocean
06 Ex JOINT WAKA
08 Middle East Deployment
10 PTSU Training
12 SAR Awards
14 CPL Tuffey Medal Recipient
15 Boeing Role Change
16 NH90 Restrictions Lifted
17 Profile: Medic in Iraq
18 Air Force Band Turns 80
20 AMU Opening
22 Stories from Anzac Day
25 Chocs Deployed
27 Literature
28 Health
30 Sports
35 Photo of the Month

New Zealand Government
As Warrant Officer of the Air Force I’m privileged to attend some pretty special events and ceremonies representing the Air Force, Defence Force, and especially the people of New Zealand.

This year’s catafalque guard for the Cook Island’s Anzac Day dawn service was such an event, with over a thousand attendees reflecting in silence as our bugler played the poignant sound of the Last Post, and the hues of the dawn sky began to glow across Rarotonga’s outer reef.

This special moment was shared by our little tri-service working/ceremonial party, brought together to help tidy up numerous war graves and cemeteries, and to provide ceremonial support on Anzac Day where the Chief of Air Force, Air Vice-Marshal Tony Davies, attended as the senior NZDF representative.

The opportunity was a Mutual Assistance Programme (MAP) initiative with the Cook Islands Government and Police, and the Rarotonga RSA.

We were welcomed by RSA President Henry Wichman, war grave’s preservation manager Gail Eraio, and their small team of dedicated helpers. Henry gave us a very informative brief on the Cook Islands’ contribution to World War I and the impact it had on the small island group. After listing the numerous tasks that needed to be completed he announced: “Did I mention that we are also hosting the South East Asia Veterans’ Association (SEAVA) here on Anzac Day?” This proved to be another highlight, providing a great opportunity to engage with nearly 300 past service men and women.

The strength of our team lay in the variety of skills and trades, and importantly our willingness and desire to help others – a trait that appears to be hard-wired into most Kiwis!

From wiring new external lighting, calligraphy, painting, landscaping, building maintenance, Cenotaph refurbishment, poppy collection duties, handling registrations, peeling spuds or helping to make taro sandwiches, the tasks were many and varied, but consistently tackled with enthusiasm, purpose and occasionally with a bit of good natured inter-service banter! Any challenge becomes easier when there is a clear and meaningful objective, and helping Henry and his team to get the facilities ready for Anzac Day made perfect sense to all of us.

The next morning our Boeing 757 waited patiently for us to say our farewells to the many new friends we had made. The High Commissioner for the Cook Islands, Peter Marshall, thanked us again for the work we had done, and as the aircraft taxied out, a very tired but satisfied team reflected on a job well done, the many new friends we’d made, and the opportunity we had been given to make a positive contribution to Anzac Day in Rarotonga.

Personally, it was another reminder of the high calibre of our sailors, soldiers, airmen and civilians that make up our Defence Force and the potential they all have to excel if empowered to do so. Thanks again team!

The NZDF team consisted of two corporals from each service, one NZDF civilian and myself:

- OMT (P) Yyan Mar Mayorga
- LMT (P) Texas Ngaronga-Porima
- LCPL Cameron Dalley
- CPL Daniel Turua
- CPL Keisha Malone
- CPL Janice Anderson
- Mrs Diane Basile
Orion Helps in $400m Drug Busts

An RNZAF detachment made up of Nos 5 and 230 Squadron personnel, working out of the Middle East, was at the fore during two multinational drugs busts in the Indian Ocean that resulted in the seizure of illegal drugs worth about $400 million. The operations have dealt a serious blow to organised crime and terror organisations that rely on the transport of illegal drugs.
The surveillance aircraft, working as part of the Combined Maritime Forces (CMF), spotted suspicious vessels while patrolling the group’s area of operations and alerted nearby French and Australian vessels, which boarded the boats and discovered the cache.

The first operation took place recently with the discovery of 400kg of heroin, worth about $220m, on board two vessels. CMF believed the cargo was bound for Africa and Europe.

Acting on the information provided by the Orion, the French ship FS Surcouf boarded the first vessel and, during a four-day search, found heroin stashed in several areas of the vessel. Surcouf then tracked down the second vessel and boarded it, where more heroin was discovered.

Two weeks later, working on another Orion tip-off, the Royal Australian Navy frigate HMAS Arunta intercepted a vessel off the coast of Tanzania and found a stash of 250kg of heroin.

“This is a fantastic result for the team, and highlights the NZDF’s significant contribution to the multi-national effort to stop narcotics smuggling and disrupting funding lines for terrorist organisations,” said Wing Commander DJ Hunt, who is leading the NZDF’s maritime security operations in the Middle East.

“To facilitate three major drug seizures from suspect vessels that we located and in such a short timeframe is a great testament to the investment made in training and operating an airborne surveillance and reconnaissance force.”

The RNZAF Orion helps comb the CMF Combined Task Force 150’s (CTF 150) area of operation, which spans over 6.4 million sq km.

In a statement, the CMF said the Orion’s surveillance of the vast area narrowed the odds for ships to intercept and board vessels across an ocean expanse twice as large as the Mediterranean Sea.

Commander CTF150 Rear Admiral Olivier Lebas said:

“This seizure once again demonstrates that ships operating in support of the Combined Maritime Forces Combined Task Force 150, are removing significant quantities of narcotics from African and European markets, and so preventing criminal and terrorist organisations benefitting from the trade.”

The NZDF sent an Orion and a supporting 55-member detachment to the Middle East in February to work as part of the CMF during the next 12 months.

The last NZDF Orion mission in support of the CMF conducted 174 maritime surveillance flights during a 16-month period to December 2015. It also helped the CMF locate and intercept vessels attempting to smuggle drugs worth nearly $500 million.

The CMF is a 31-nation naval partnership that promotes maritime security and seeks to defeat terrorism and prevent piracy and the trafficking of people and drugs across about 8.2 million sq km of international waters.

CTF 150, which is one of three task forces that comprise the CMF, is focussed on maritime security and counter-terrorism. Over one-third of the world’s oil passes each year through CTF 150’s area of operations, which covers the Red Sea, Gulf of Aden, Indian Ocean and Gulf of Oman. The area also includes the main shipping routes from the Far East to Europe and the US.
Crew on our NH90s have been working alongside Navy and Army personnel on an exercise in the Hauraki Gulf in preparation for Exercise Southern Katipo later in the year and to continue integration with HMNZS Canterbury. About 500 personnel from the three services were involved in the amphibious activity, which was all about capability building.

No. 3 Squadron deployed three NH90s and two detachments of personnel to Auckland for the event, the squadron’s Commanding Officer, Wing Commander (WGCDR) Mike Cannon, said.

One detachment and two NH90s remained at No. 6 Squadron to launch integration sorties, while the third NH90 and 19 personnel embarked in HMNZS Canterbury. The sorties launched from Auckland were a success, with the qualification of a second Qualified Helicopter Instructor in Ship Operations, deck qualification for a B Category captain and currency and exposure for other unit pilots and crew, he said.

Flight Sergeant (F/S) Gary Roberts said for the No. 3 Squadron maintenance team the exercise was about consolidation of training and experience for those personnel involved with last year’s Joint Waka, and the development and training of new personnel.

“These new personnel recently completed a Flight Deck Party Course to strengthen the squadron’s pool of knowledge and experience, particularly in key positions, while supporting aircrew to complete their own training objectives,” he said.

“This saw No. 3 Squadron personnel working alongside No. 6 Squadron and HMNZS Canterbury personnel as a cohesive unit to conduct aircraft launch and recovery, vertical replenishments and winch transfers.

“When the exercise had finished, all training objectives had been met, with No. 3 Squadron maintenance personnel able to conduct stand-alone flight deck operations safely and efficiently. In addition to this a number of tasks were carried out on the embarked aircraft in preparation for Southern Katipo.”

WGCDR Cannon said the exercise was “absolutely about capability building”.

Ex JOINT WAKA
“The NH90 deployment aboard HMNZS Canterbury demonstrated the One Force construct to good effect. We would not have been able to achieve our aims without fantastic support from No. 6 Squadron and their Naval Helicopter Force expertise.

“Additionally, we were supported whilst on board by the Ship’s Company, including the NZ Army team building loads for us to fly to the ship, he said.

“So while this was only a step on the road to an embarked capability, it shows how we will work as a unified team in the real case.”

Acting Lieutenant Commander (A/L TCDR) Matt McQuaid, who ran the exercise, said the force integration training focused on bringing key units together, where they were given the opportunity to practise various skill sets without an exercise scenario to force an activity down a certain route.

“It’s all about capability building.”

There were different activities undertaken during the exercise, he said.

“We’ve got the NH90s flying out to HMNZS Canterbury to continue their integration for embarked operations, we’ve got the medical role two expeditionary from the Army, we’ve got the testing of the new MHOVs at the beach and also going on to Canterbury as well, so making sure that we know the operating envelope for those vehicles, and we’ve also got communications testing for our advanced force operations units.

“The exercises are in preparation for our ability to operate in the Pacific and our ability to deal with the security and stabilisation operations, and that’s the key thing. That’s what the Southern Katipo exercise is testing and that’s what Joint Waka is building up to be able to do.”
NZDF provides air transport support in the Middle East

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

A C-130 Hercules recently left Base Auckland with 30 New Zealand Defence Force personnel bound for the Middle East, to support New Zealand, Australian and coalition operations.

The Hercules’ primary task is to transport people, equipment and supplies in support of New Zealand and Australian operations in Afghanistan, Iraq, the Sinai Peninsula, and South Sudan. It may also support coalition operations in these countries.

The aircraft supporting the detachment was being deployed until mid-June at the request of the Australian Defence Force and will operate as part of their Air Mobility Task Group.

“This short-term deployment aims to provide additional capacity during a period of high operational tempo,” Joint Forces Commander Major General Tim Gall said.

“The upcoming mission also marks our latest contribution to security and stability in the Middle East and affirms our longstanding commitment in the region.”

Leading the NZDF’s air transport mission is Squadron Leader (SQNLDR) Brad Scott, who was encouraged by his parents to sign up to train as an Air Force pilot just 11 years ago.

“I look forward to the opportunity and the challenges of commanding the mission. This is the first time I will be leading a deployment and the positive reaction from my peers has been encouraging,” he said.

A pilot and flying instructor for the Hercules, SQNLDR Scott joined the Air Force in January 2006. During his senior year at Hamilton Boys’ High School, he thought about becoming a field engineer in the New Zealand Army after attending a leadership programme at the Army Camp in Waiouru.

Before handing in his application to the Army’s Officer Cadet School he sought advice from his parents, who suggested that he consider the other services.

“My recruiter, who was an Air Force C-130 pilot, came to my parents’ farm and over coffee convinced us that joining the Air Force was a pretty good career choice,” he said.

Prior to this mission, he has been deployed to the Middle East, the Solomon Islands, the Philippines and Timor-Leste.

“For me, the most memorable was the humanitarian assistance operations we conducted in the Philippines following Super Typhoon Haiyan in 2013. We flew to the
devastated outlying islands, bringing much-needed aid and evacuating residents. Many of the people were in tears as they rushed to our aircraft and felt relieved to be rescued from the devastation caused by the typhoon,” he said.

This is the second time an NZDF air transport team has been deployed to the Middle East in the past 12 months. An Air Force C-130 Hercules aircraft and a 32-member detachment were sent to the Middle East in May last year to provide logistics support to coalition operations for six months.

The NZDF detachment includes aircraft technicians, logistics specialists, maintenance personnel, and an Air Movements Load Team to support coalition aircraft in the region.
Members of the Parachute Training Support Unit (PTSU) and NZ Army students took part in specialised training in Australia recently where they tested their freefall skills without having to jump out of an aircraft.

Simulator training, Exercise Pegasus Arktos was held at iFly Downunder in Sydney last month. The objectives included training in advanced freefall instructional skills, while consolidating existing freefall skills. It also provided an opportunity to instruct ab-initio students in the freefall positions and drills, which will be required during their upcoming Basic Freefall Course.

A standard freefall skydive can be anywhere from 45 seconds to one minute long. The simulator can provide up to two minutes of uninterrupted freefall time in a controlled environment, making it an extremely productive means of training. The exercise involved 18 hours of simulator time – the equivalent of 1080 jumps.

Twelve personnel attended the exercise – five students (one of whom was Chief of Staff Auckland) and seven staff.

At the start of the exercise the staff demonstrated their Relative Work skills, where two or more parachutists are flying relative to one another performing planned formations, and the students tumbled around trying to maintain stability and their freefall position. Once the first day was complete the students had a new-found respect for what their instructors do while in freefall.

Some students initially found the simulator frustrating, feeling as though their training consisted of two steps forward and one step back. However, from the staff’s perspective, the students were progressing well and were on track to becoming competent parachutists. The simulator had a knack of highlighting even the slightest faults in an individual’s freefall position or technique.

But the students quickly came up to speed and soon were attempting more technical manoeuvres (leg turns, deltas, flying over one another), and Relative Work skills.

Each person on the exercise accumulated an average of two and half hours simulator time – equivalent to 150 jumps from an aircraft. All objectives were achieved, with students far exceeding the standard of a Basic Freefall student, and staff members being well on their way to becoming future Freefall Instructors, if not already qualified. Each person who participated in the exercise learnt some valuable new skills.
Before my first flight, my expectations of flying in the simulator were that operating inside it looked easy – just move your hands around and your flight path would be modified accordingly. The look of concentration on the flyers’ faces should have given me a hint!

After my first flight, I barely got off the net at the bottom of the simulator – the act of simply spinning on the net or getting airborne was significantly harder than I had expected. I looked like a fly hit by a good dose of Mortein.

However, 10 flights in, my confidence and flying finesse was markedly better. I was able to understand the cause and effect of subtle body inputs but wasn’t able to ‘put it all together’, especially when I thought about each body input as a correction.

Overall impressions: The simulator certainly provided a safe and quick progression through freefall body position and flight path control to handling of spins and turbulence. My confidence and competence increased rapidly, to the point that I wondered how on earth you would teach and learn these skills while falling for 60 seconds from a real aircraft, with real consequences.

Watching the PTSU instructors, I quickly realised the value they were getting by learning how to intercept a spinning student or intervene when a freefall student panicked or really did hit the Mortein.

My admiration for the skills and abilities of our instructors has increased immensely, as has my respect for their professionalism, commitment and comradeship evident within this close-knit team, a team who genuinely put their lives on the line for each other.
Two squadrons have been recognised for saving the lives of five people in two search and rescue missions carried out last year. Both missions were truly challenging, with crews battling atrocious weather to reach those who were stranded.

During a ceremony held at Parliament recently, the New Zealand Search and Rescue Council (NZSAR) awarded a Certificate of Achievement to No. 3 Squadron for rescuing two tourists stranded on the Archway Rocks off Wharariki Beach in Golden Bay in February last year, in difficult conditions.

The NZSAR also recognised the key role played by No. 5 Squadron in the rescue of three sailors after two of the boat’s crew were killed during stormy conditions last June.

The No. 3 Squadron NH90 crew had to deal with rain squalls, thunderstorms, three-metre waves and a cloud base reducing to 300 feet, to winch the tourists to safety during the Wharariki rescue.

Helicopter Loadmaster Corporal Aeron Mellish was on her first SAR mission and had 30 minutes of daylight left to complete the mission. The appalling conditions meant an attempt by a local rescue helicopter was not feasible.

After being winched down in 50-knot wind gusts she then had to climb around a rock face to reach the couple and get them safely on board the helicopter.

“I had been given all the tools to use in the situation from my training to become a Helicopter Loadmaster and was very confident in the crew we had flying the helicopter. But it was still very daunting,” she said.

Winch operator Warrant Officer Chris Mitchell said in his 14 years as a Helicopter Loadmaster it was the most testing rescue operation he had ever been involved in.
“The position where the tourists were found meant the wind was dumping over the island and it was very turbulent.”

Once the tourists were safely attached to the winch, the pilot had to fly approximately 300 feet higher to ‘clean air’ to be stable enough to bring the couple on board.

“Everyone did a fantastic job. It was great,” he said.

In the second operation, a P-3K2 Orion, which was conducting fisheries patrols off the northern coast of New Zealand, was diverted to locate the stricken yacht Platino after it put out a distress call 300 nautical miles northwest of New Zealand.

A crew member on board the vessel had been killed after being hit by the yacht’s boom, which had been damaged in heavy seas. Another crew member was lost overboard in the harsh conditions.

The surviving crew activated their distress beacon and the Orion arrived shortly later and instigated communication with the crew.

Battered by strong winds and heavy swells the yacht had started taking on water.

Orion pilot Flight Lieutenant (FLTLT) James Arnott-Steel said the crew was on a routine patrol at the time.

“We received the SAR re-task while airborne and immediately proceeded to the beacon’s position at our best speed. I believe it took us about 40 minutes to arrive at the vessel’s location.”

They were able to contact the vessel’s crew via VHF radio.

“Upon learning of the vessel’s situation, and hearing the panic and distress in the woman’s voice, my initial reaction was one of shock, and I believe that was felt throughout the crew.

“It’s unusual for us to arrive at the scene of a critical incident so soon after it had occurred. We quickly learned that a person had been knocked overboard, and without a life jacket,” he said.

“The crew’s focus immediately turned to locating the individual in the water. I can remember searching so intently, knowing that time was a factor. We searched for as long as we could, unfortunately with no success.”

A second Orion was dispatched the following day to facilitate the rescue of the sailors by merchant vessel MV Southern Lily.

Squadron Leader Glen Donaldson, Acting Commanding Officer of No. 5 Squadron, said the teams are well-trained and always prepared to deal with the unexpected.

“It was a successful outcome achieved by regular people doing heroic work.”

Did you know?

The NH90s and Orions flew on 19 search and rescue missions last year.

This represented a 60% increase on the 147 SAR flying hours recorded in 2015.
Came for the Lifestyle, Stayed for the Challenges

By SQNLDR Simon Eichelbaum, Public Affairs Officer (Air)

It was a chance decision that brought Corporal (CPL) Tara Tuffey into the RNZAF, but one that has brought tremendous satisfaction and reward. Her efforts were recognised recently at a ceremony held on Base Auckland, when along with a number of others, she was presented with the New Zealand Operational Service Medal (NZOSM) and New Zealand General Service Medal (NZGSM), for service in the Middle East in support of counter-piracy.

Originally from the tiny township of Kerepehi near Thames, CPL Tuffey’s family moved to Oamaru when she was seven years old. After studying maths, science and accounting at Waitaki Girls High School, and having no clearly defined path afterwards, she followed her sister directly into the RNZAF, with the two of them graduating from the same recruit course. “It was the lifestyle that attracted me more than anything else,” she admitted. “The travel, sports and so on – it just looked good to me.”

Entering the Communications Information Systems (CIS) trade, she was posted to Whenuapai Air Force Base where she has worked in all the different roles available to the CIS Technician. From Deployable Communications Systems, to data maintenance, to working in the Air Operations Communications Centre, CPL Tuffey has enjoyed the variety the role is able to offer.

The highlight of her career so far was the tour of duty on Operation Takapu, supporting the Airborne Surveillance and Response Force in the Middle East. From November 2014 to March 2015 she oversaw the introduction of new radio procedures that she had helped to develop, which were used operationally in theatre for the first time. “It was very challenging, but at the same time I loved it,” she said. “It was so satisfying to have happy customers.”

Her career then took a significant dogleg as she again followed her sister, this time taking two years leave without pay to move to Perth to be an auntie. She also worked as a recruiting agent, before returning to Whenuapai to the CIS Training Cell, where again she has found a huge amount of job satisfaction. An acknowledged leader, she loves the opportunity to influence a greater range of people.

Her Flight Commander, Flight Lieutenant Wally Moore, agrees. “She is never satisfied with the status quo and does not like to be idle,” he said. “This attitude is infectious, and the way she uses it to motivate people is probably her greatest asset.”

Outside of work, the lifestyle that attracted CPL Tuffey to the Air Force in the first place has not disappointed her. An avid sportsperson, she has represented the New Zealand Defence Force in basketball, and enjoys the opportunities the service life provides.

It is clear that what was an almost random choice turned out to be an inspired one, and as CPL Tuffey pursues her goal to mould a new generation of CIS Technicians, more recognition is likely to follow.
A unique aspect of the two Boeing B757s operated by No. 40 Squadron is their ability to mix and match the configuration of the cabin. By changing the internal fit from passenger to cargo, or different combinations of both, it gives our strategic airlift capability a greatly enhanced flexibility to meet the needs of the NZ Government. The process of rearranging the furniture is called a “role change”, and our photographers came along to capture it recently.

There are a total of six configurations approved for use. These range from full VIP suite, passenger only, passengers and cargo, to full cargo. The ability to carry, for example, a spare Orion engine and propeller as well as the contingent of about 50 support personnel to a distant operational theatre, is faster and more efficient than using commercial equivalents.

It also frees up the C-130 Hercules to concentrate on tactical missions, for which there is always a high demand.

Both B757 aircraft were modified in 2007, with a large cargo door fitted on the upper deck and changes to the floor to hold pallets, as well as changes to other aircraft systems. Once completed the upgraded aircraft was re-designated as a B757-2K2.

Since then the aircraft have proved their worth and are in constant use. They are regular visitors to the Deep South in support of the NZ Antarctic programme, and are used to move NZDF and other government personnel and equipment to activities to virtually all the corners of the globe. One of the challenges facing the Future Air Mobility Project will be coming up with a replacement for this versatile machine when it reaches the end of its life.

**Boeing Basics**

- **Max cargo:** 20 tonnes
- **Max passengers:** 156
- **Max range:** 6600km
- **Cruising speed:** 850km/h

Leading Aircraftman Matt Grant and Sergeant Aaron Smith move the pallets (with the seats attached) off the aircraft.
Restrictions on No. 3 Squadron’s NH90 helicopters after a single engine failure on one of the helicopters that was returning to Base Ohakea from Woodbourne, have been eased. The fleet is almost back to business as usual and is set to take part in upcoming exercises and operations.

The restrictions that were put in place on the fleet of twin-engine helicopters prevented them from flying over water, at night, and over mountainous terrain. Detailed investigations by the Air Force have taken place since then. The Chief of Air Force, Air Vice-Marshal Tony Davies, said they had approached the issue in a prudent and measured way, with safety being of paramount importance.

“Recent investigations have given us confidence the aircraft can be operated safely following a similar engine failure. Therefore we have returned to normal flying operations, except where the aircraft is operating at its upper weight limits, and plan to return to full operations as soon as the engine manufacturer has determined the reasons for the initial failure.”

No. 3 Squadron Commanding Officer Wing Commander (WGCDR) Mike Cannon said initial analysis seemed to indicate that a turbine blade failed in the first stage of the ‘hot end’ of the engine, but it would be some time before the root cause was found.

The crew on board the NH90 coped “extremely well” with the emergency landing, he said.

“Some crew members had only just returned from the simulator, where they practise for events exactly the same as this.”

It wasn’t just the crew that did well during the incident either – the helicopter performed exactly as it should on the remaining engine, WGCDR Cannon said.

“The second engine worked exactly as expected. It automatically took up the load and allowed the aircraft to make a safe landing at the Cloudy Bay airfield.”

The helicopter has since returned to Base Ohakea and was now conducting normal tasking.

Imposing flight limitations on the aircraft was the most prudent action to take, WGCDR Cannon said.

“Safety of the aircraft and crew must always be paramount, so I don’t consider this being overly cautious.”

Even though there was still a performance restriction in place, WGCDR Cannon said that would not affect future exercises, such as Ex Southern Katipo.

“It may potentially affect payload for the helicopter in some situations but this is common during everyday operations. Payload is often affected by things such as altitude, temperature and range. It is a constant juggling act,” he said.
An Air Force medic deploying with the Army to Iraq is one of the visible results from the standing up of Joint Support Command (JSC).

Acting Sergeant P (name withheld) left for Iraq last month with Rotation Five of the Anzac Training Team. She said the formation of the Joint Operational Health Group (JOHG) from separate health sections across the Navy, Army and Air Force, and the development of Joint Support Command, had provided her with this defining moment in her career.

“Standing up the JOHG has resulted in a dramatic increase in opportunities, particularly for medics at all levels. There are RNZAF medics currently posted on Royal New Zealand Navy ships and to the Role 2 in Linton. An RNZAF friend of mine has already deployed to Iraq with the Army.

“I have spent my time in the Air Force preparing to deploy and the JOHG means I can fulfil those career goals.”

The JSC concept came to fruition last year and, led by Colonel Ruth Putze, incorporated the Defence Munitions Management Group (DMMG), Common Systems Group, Joint Fuels Group Project, the Joint Movements Project, as well as the Joint Operational Health Group.

Colonel Putze said the JSC brought together expertise across a wide range of areas.

“There are the benefits of a single command, and a coordinating authority to contribute to operational planning activity. We aim to improve the quality and readiness of joint support enabler functions, realising economies of scale, reducing duplication of training, and improving skill levels and flexibility of personnel.”

A/SGT P said while the changes might not have had much of an impact yet at unit level, they had opened doors across the Defence Force.

“I like that the JOHG will enable me to have a more diverse career, where I am able to continue to identify as RNZAF, but contribute to land and sea operations as well.”

By Nicole Halliday, Senior Public Affairs Advisor, HQJFNZ
The RNZAF Band Turns 80

On May 12, the RNZAF Band held a ceremony at Pukeahu National War Memorial Park. The service was attended by Chief of Air Force, Air Vice-Marshal Tony Davies, Air Component Commander, Air Commodore Darryn Webb, Group Captain Karl Harvey and Warrant Officer of the Air Force, Warrant Officer Mark Harwood, as well as former band members.

It was on this day in 1937 when the band made its first public appearance, leading a march down Kent Terrace to mark the coronation of King George VI.

The band’s existence predates the establishment of the Air Force as a service separate from the Army by two years. In May 1935, the Territorial Air Force Band was formed in Wellington, operating under the authority of General Headquarters, NZ Military Forces. It was the brainchild of Commodore Charles Kingsford Smith, and Beau Sheil. At the time, brass bands were a regular sight in New Zealand. But Mr Sheil was familiar with the great English Guards bands, and this is what he wanted for the Air Force: a military Band that could boast flutes and clarinets and saxophones alongside its brass.

When war broke out, the band was mobilised as a full-time unit reporting to RNZAF Station Rongotai. Herbert Gladstone Hill, a prominent bandsman of Wellington, was made Director of Music and given the rank of Flight Lieutenant.
He immediately set about examining and purchasing musical instruments for allocation throughout the New Zealand military services.

The new band was immediately tasked with raising morale and money throughout New Zealand. During its first “Patriotic Tour”, in October and November 1940, the band visited 21 places over both islands, travelled 2583 miles, paraded on 48 occasions, and presented 21 concerts and live broadcasts, averaging 11 hours on duty per day over 31 days.

The band attracted much praise for its efforts, as letters to the Air Secretary recorded. “It is needless for me to say that their visits throughout New Zealand have not only been a financial success but a wonderful stimulant to the morale of the people.”

The band promoted fundraising efforts such as the “£1,000,000 Heart-to-Heart Appeal”, and the “Bonds For Bombers” scheme, which contributed to the RNZAF’s purchase of new bomber aircraft.

By 1944 the band had raised £150,000. That year, it made a 14-week tour of the forward areas of the Pacific, entertaining US and NZ troops. This was followed in 1945 by a Victory Loan Campaign tour through Australia. It lasted for 2 1/2 months, travelling more than 3,515 miles and giving 75 concerts in New South Wales, Queensland and Victoria.

By the end of it, “demob fever” had set in and the unit was disbanded until 1951, when it was re-established as the TAF Central Band, the basic form in which it exists today.

Since then the band has added pomp and splendour to countless military, civic and national events, performing at regal and vice-regal ceremonies, playing for visiting heads of State and for occasions such as the 1986 Papal visit, the 1987 Tri-Service Review and the Commonwealth Games. It forms an integral part of military parades and services throughout the country, as well as the Anzac Day commemorations in Wellington and Gallipoli.
A milestone event will occur next month when the new Aviation Medicine Unit (AMU) at Base Auckland, the first of a large number of capital projects to be delivered under the Estate Regeneration Programme, is officially opened.

The Estate Regeneration Programme is the biggest ever capital regeneration of the NZDF’s camps and bases. By 2030, this significant investment will have delivered a range of fit-for-purpose, living, working and training facilities, which will build an estate that is better able to support current and future military operational outputs, and improved capacity for all-of-Government collaboration.

The AMU cost $6.7 million and was delivered within budget and on time. It is stage one of a three-stage project. Stage two will feature the construction of a replacement Base medical and dental facility, which is expected to be completed in late 2018. Stage three will see the Aero Medical Evacuation Unit moving into purpose-built facilities in 2019.

These facilities will form the core of the redeveloped health and wellness precinct for Base Auckland, which together with the existing swimming pool will include a new gymnasium and rehabilitation facility, which is expected to be completed by
mid-2018. The new medical and dental centre will be joined to the AMU structure, which will realise functional synergies and cost benefits of the wider health programme.

Specialist in Occupational and Aviation Medicine WGCDR (Dr) Andy Campbell said: “The AMU provides aviation medicine training, human performance research and development, and support for aircraft accident and flight safety investigations.”

The current AMU was designed to replace Clark House in Hobsonville, which was closed in 2016.

WGCDR (Dr) Campbell said: “It’s great having the new building after spending three years working out of portacoms. It’s been a huge boost for us. We now have a smart fit-for-purpose building to conduct aviation medicine training and essential research and development work. We can now look to recruiting new staff in order to develop AMU into a centre for aviation medicine of the highest quality, for NZDF and potentially the wider NZ aviation community.”

A major component of the construction process was the relocation of the 27-tonne hypobaric chamber (used for hypoxia training), which was installed in the building after the shell was constructed.

The AMU uses intelligent building systems and is the first building at Base Auckland to combine energy from solar power to heat water and capture rain water for flushing toilets, while utilising a combined heating and chilling system with remote energy monitoring capability.
A Kaikohe organisation continues to give youth the opportunity to showcase themselves in the best possible way – and has been doing it without fail for more than 20 years.

For more than two decades, Air Cadets of No.25 (District of Kaikohe) Squadron have performed a regular “tour” of Anzac Day venues from Kaikohe and across rural Hokianga. They provide the uniformed formality, and the dignity and honour of a catafalque guard, for remote locations unlikely to ever see a person in uniform.

The tradition starts at Kaikohe’s dawn service and follows State Highway 12 to the tiny settlement of Waima, Hokianga’s “capital”, Rawene, the tourist town of Opononi and the farming locality of Waiotemarama.

This year, the Hokianga services featured a largesse of uniforms, with sailors from HMNZS Wellington taking part in four Northland services alongside the cadets. Wellington’s commanding officer, Lieutenant Commander (LTCDR) Matt Kaio, is a Whirinaki boy – and a former cadet of No.25 Squadron.

Flight Lieutenant (FLTLT) Maria Harris, the unit commander, has 18 cadets. She is in her second year in command of the squadron, taking over from Squadron Leader Warren Whareaitu, now at No.64 Squadron in Kaitaia.

In localities like Rawene, the number of uniforms honouring the fallen is impressive. Cadets emerge from the morning fog with the three services’ flags, and surround the monument in Rawene’s services cemetery, located at the highest point of the town. Members of the public, many with the same surnames as those on the graves and plaques, opt to stand close to their ancestors. Afterwards, during refreshments at the Rawene Golf Club, the cadets sing a waiata for the locals.

The contrast is especially poignant at the former primary school in Waiotemarama, where the cracked school playground and derelict swimming pool are in sharp contrast to the neat blue uniforms positioned around a nearby monument on a carefully groomed, peaceful knoll.

“The tradition has been handed down from many a unit commander,” FLTLT Harris said. “I love what we’ve done with our youth, and LTCDR Kaio is an example.” She was proud to work alongside him this year, and respectfully hands over to Navy for the Opononi and Waiotemarama service, although the cadets continue with their catafalque duties.

“We’ve always done this,” FLTLT Harris said. “We’ve always followed through, and it won’t stop.”
Chaplain Stuart Hight

Going to Gallipoli and taking part in the Anzac Day services had been on my bucket list and I was grateful to have been able to go and experience this place that some would say ‘became a part of the Australian and New Zealand collective psyche seen at the time when both countries found their feet’.

What a privilege it was to be with the NZDF Gallipoli contingent this year. They were a great team of people who came together to honour those soldiers who had fought and died in Turkey, with their various gifts and abilities.

Part of our time involved the battle site visits, which were an especially moving experience. Two sites – the Daisy Patch and Hill 60 Cemetery – were particularly meaningful for me. The Daisy Patch, our subject matter expert John McLeod said, was rarely visited today. Many soldiers still lie in the ground, as is testified on the memorial walls of the various cemeteries. So being in the vicinity where they have rested for more than 100 years was a sacred and reflective experience. Hill 60 Cemetery is where Chaplain William Grant, the first chaplain to lose his life in World War I, is commemorated, which was also a special connection.

My lasting impression is summed up with the inscriptions on a number of the soldiers’ headstones.

In thee O Lord did he put his trust.
Greater love hath no man than this John XV13.
His country called he answered.
For Honour Liberty & Truth he sacrificed his glorious youth.
To live in the hearts of those we leave behind is not to die.
So, we remember them.

Aircraftman Tasmin Roberts

Being the youngest member of the NZDF contingent I was very nervous and excited leading up to the trip, but what an experience it turned into! I got to represent our country at one of the most memorable sites in our history. We walked where our ANZAC’s walked, we stood where they lay and in silence we remembered our fallen.

A moment that will stay with me forever was at the Daisy Patch. When we arrived we stood for a moment’s silence, the air was still and everything was calm. As soon as the first note of the Last Post pierced the silence a light breeze swept through the grass in front, then again it went completely quiet and calm. In this short moment everyone felt our soldiers there.

The honour and privilege I got to experience from this trip is unimaginable. Words can not describe the feeling of being there and my stories of my experience will never do it justice.

To our soldiers – I hope we did you proud. We will remember them. Lest We Forget.
Bandsman enjoys proud moment as WWI statue unveiled

Nelson man Mason Robinson, a reservist Sergeant in the RNZAF band, has just experienced one of his proudest military moments, overseeing the construction and installation of a memorial and statue of a World War I soldier at Nelson’s Marsden Valley Cemetery.

The memorial, which includes the statue, engraved plaques and concrete sand bag walls to represent a World War I trench, was unveiled at a ceremony recently that featured a fly-past by the Black Falcons aerobatic team.

The inspiration for the project stemmed from an Australian trip years ago, when Robinson was appointed the NZDF bugler to support then Prime Minister Helen Clark as she unveiled a World War I statue on the ANZAC Bridge in Sydney. When he returned to Nelson and played the next Last Post for the Nelson RSA he noticed two things vividly: first, the stunning beauty of the Marsden Valley Cemetery; and second, the lack of any memorial recognition for the veterans buried there.

He gained support for the statue project from Nelson City Council in its 2015 Annual Plan, and construction started in mid-2016. Once it was completed Robinson realised the surrounds where it was to be placed were not appropriate and so began the First World War Memorial project.

Initially using his NZDF cricket and band contacts, and in close liaison with the Nelson RSA, he made a formal approach to the NZ Army, which saw value in the project and supported it. Nine engineers from Burnham spent three weeks in Nelson sprucing up the ceremony, building the memorial and installing the statue.

“They did an amazing job,” Robinson said.

Moving the statue into place was an emotional time for Robinson. Six of the Army team needed to carry it like a coffin up the Memorial Pathway.

“Once the statue was in place, in the safety of his World War I-style bunker and overlooking the 662 World War I veterans buried in the cemetery, I was suddenly filled with a sense of deep pride in recognising exactly what the team had achieved,” he said.

“The most overwhelming feeling was the engagement and buy-in from all areas of the Nelson community. There certainly is a chord that is struck when it comes to remembering exactly what happened and the sacrifices those local soldiers made exactly 100 years ago.”

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24 Air Force News
**Sweet Surprise for Deployed Personnel**

*By Flight Lieutenant Erica Riddle*

As is the case on deployment, you get a few months in and talk turns to what you are missing from home. A chance conversation in the back of a van on a local purchase run full of loggies turned to chocolate, and whether we could support our teams in the Middle East with Easter eggs.

A polite but cheeky request was sent to Whittaker’s Chocolate Company asking if they could help us out. They replied that if we could get the treats there, they would be happy to supply them. That seemed reasonable to us and the deal was sealed.

Whittaker’s donated more than 500 chocolate kiwis – which meant every operationally deployed NZDF member could have a little treat. We were chuffed!

Then came the question of how to move 576 chocolate kiwis from New Zealand to many different locations and how to ensure they’d arrive intact. In stepped Lynne Smith and her skill and experience co-ordinating the RSA Christmas boxes.

Ms Smith met Hannah Gray from Whittakers in Porirua for pick up and then made it happen! A combination of insulated boxes, placarding, expedited movement of freight on reception of aircraft and refrigerated container storage ensured every little kiwi turned up safe and sound.

Needless to say the reception of the treats on Easter Sunday was highly anticipated and enjoyed by all. Cheers to Whittaker’s and Ms Smith for bringing a little bit of home to us all.

**Exhibition a Finalist in National Museum Awards**

*By Michelle Sim, Communications Manager, Air Force Museum of New Zealand*

We are thrilled to report that the ‘80 Years in 80 Stories’ exhibition was announced as a finalist in the Service IQ New Zealand Museum Awards 2017 last month (Exhibition Excellence – Social History category).

The exhibition was produced for the RNZAF 80th anniversary celebrations and displayed at the Air Tattoo at Ohakea in February. It is on display back at the RNZAF Museum in Christchurch, with plans hopefully to travel to other RNZAF establishments over the coming year.

The winners were announced at an awards reception at the annual Museums Aotearoa conference in Palmerston North last month.

While we may have just missed out on the winning title in our category – that honour going to the Nelson Provincial Museum for their exhibition, ‘Murder at Maungatapu’ – we remain very proud to have made it to the finals.

It is a real honour for the project to have been recognised at the national level, and provides a wonderful opportunity to bring the Air Force story to the attention of the wider museum sector as well as the general public.
The big smiles of Greer Feck and Kate Chandulal were enough to bring two strapping men of the NZDF World Masters’ Games Rugby Team to their knees. The newest and bravest fans of NZDF Masters Rugby are resident at Starship Children’s Hospital in Auckland.

The visit to the hospital was co-ordinated by me in the days before the World Masters rugby games were to begin.

The children at Starship School were more interested in what we did in the Defence Force than what we thought we were going to do on the rugby field.

Representing the Air Force, Corporal Tai Benedito answered some difficult questions like, “How do you turn the plane around when it’s flying?” and I skillfully deflected, the “How much do you get paid?” question.

The teachers at the Starship School were most interested in the opportunities for civilian employees in the NZDF, with perhaps an application from a young student pending in the future.

My initiative was to get some members of the NZDF Masters Rugby Team to present the New Zealand Defence Force in a positive light to the selected parts of the community with sport as our medium.

It soon turned out that the children wanted to discuss our uniforms, our ribbons, where we had deployed to in the world and some surprisingly technical questions about firearms from a nine-year-old.

All-in-all, the visit was a great success, with some of the children aspiring to become the NZDF Chief Financial Officer, or those with a scientific mind are considering eventually applying to the Defence Technology Agency.

One of the children was even considering becoming a journalist for Defence Force news. I wish she was older, then I could have asked her to write this.
Laucala Bay

When a Pacific war became likely in the late 1930s, New Zealand was given responsibility for air reconnaissance centred around Fiji. As a result, airfields were built at Nadi and Nausori, while a flying-boat station was developed at Laucala Bay, near Suva. This book tells of the RNZAF’s operations in Fiji during the war and the subsequent two decades until the station finally closed in 1967. In war and peace, the drama caused by tragedies and extreme weather was tempered by the charm of Laucala Bay life: picnics on Nukulau Island, sailing competitions, parties, rugby and romance. Small wonder that this was one of the most popular postings the RNZAF ever offered.

About the Author
Bee Dawson is a social historian who delights in bringing Air Force history to life. She has a firm belief that ‘it’s not just about the aircraft’. This is her fifth book on RNZAF history.

Flight Path

Flight Path, by David Hill, is a gripping novel for young adults, which captures both the daring and the everyday realities of serving in the Air Force during World War II.

Eighteen-year-old Jack wanted to escape boring little New Zealand. But he soon finds that flying a Lancaster bomber to attack Hitler’s forces brings terror as well as excitement. With every dangerous mission, he becomes more afraid that he’ll never get back alive. He wants to help win the war, but will he lose his own life?

Along with telling an exciting story, Flight Path highlights New Zealand’s involvement in significant world events, conveys a vivid idea of what it was like to be in the Air Force and bombing raids, as well as providing an important history lesson.

About the Author
David Hill is a prolific and highly regarded New Zealand writer, playwright, poet, columnist and critic. His novels have been published internationally and translated into several languages, and his short stories and plays for young people have been broadcast here and overseas.

Email airforcenews@nzdf.mil.nz before July 1 to go into the draw for a chance to win a copy of David Hill’s latest novel. Include your name and postal address and put Air Force News GIVEAWAY and the name of the book in the subject line.
We can think of our wellbeing and performance as a continuum. At one end, the green, things are going well – in other words we are happy and functioning as we should. At the other end, the red, things have reached the point where we are no longer able to go about life, work, and relationships in a functional way. The reality is that all of us will probably slip down the continuum at some point. This is normal, and it is also where many of us place emphasis when thinking about wellbeing and performance.

Wellbeing and performance encompasses so much more than ‘normal functioning’ – we should also be focusing on development and growth. To reach our peak we need to be thinking about more than ‘avoiding’ moving down the continuum. The problem with ‘avoiding’ is that it doesn’t give us the positive actions that we should be doing instead of slipping backwards. We also need to be thinking about more than maintaining our place in the ‘healthy’ zone. The problem with maintenance is that we are not encouraged to develop and reach our potential.
When considering wellbeing as a continuum, we might be tempted to think that once we've reached the green the race is over, that we've arrived where we need to be. However, for most of us, this is just the beginning. The scope for growth and development once we are in the green zone is almost infinite. Based on this idea, we might start to think about wellbeing and performance as looking a bit more like this:

So now we’re thinking about the limitless potential of the green zone, the key question becomes how do we continue moving in the direction we want to? The answer to this is inherently complex. However, there are three great ways to start moving things in the right direction. Simply put, we need to be optimistic, goal-orientated, proactive in our pursuit of development. Let’s think about these in a bit more detail.

1. **Take joy in the little things**
   
   There is a lot of truth to the saying “it’s the little things that count”. Often we can get so caught up in our daily stressors that we lose sight of the small sources of joy in our lives. It can be as simple as reflecting on a nice meal with friends, a pleasant walk with the family, a humorous conversation with a loved one, or a daily win in the workplace. Once we recognise these daily positive occurrences, we can start to think about how we can make them occur more often.

2. **Form goals for the areas of your life that matter**
   
   A ship without a captain can’t go where it needs to. People are the same – without a path to follow and a destination to reach we can become stagnant or even move backwards. Set a range of goals at different levels. It is important to have audacious and aspirational things to strive for. These might be your yearly (or multiple-year) goals. Also, think about what it is you want to achieve on a daily, weekly, and monthly basis. When you put all of these together you have a clear road map for where it is you intend to go. At the end of the day, you’re the main person answerable to your goals, so it is important that they matter to you. Goals don’t have to be just focused on work – think about any aspect of your life that’s important to you and decide how you can make it better!

3. **Be proactive and work at it**
   
   Rome wasn’t built in a day, and it certainly takes longer than that for us to realise our potential. Growth and development is an ongoing journey. A key characteristic of successful, satisfied, and happy people is that they don’t rest on their laurels – they continue to seek improvement throughout their lives. Remember, there are a variety of avenues for improvement – growth is possible in the professional, social, physical, and spiritual aspects of our lives.
As a short, shallow breath escaped and his heart rate lowered, quietening, focused, shots rang out...

Two significant rifle competitions have tested the Air Force’s top shooters recently. The first, the Interbase Service Rifle Competition, was held at Ohakea and Linton. The second was the New Zealand Service Rifle Association (NZSRA) Championship, held at Waiouru.

The RNZAF Small Arms Association Interbase Service Rifle Competition was run this year for the first time in decades. The event consisted of various serials, from standard 25m CMS shooting to the assorted Interbase Service Rifle Course of Fire with ranges out to 200m. Competitors travelled from Wellington, Ohakea and Whenuapi for the event, which produced numerous marksmanship winning performances, with the following being awarded trophies in prize categories:

<table>
<thead>
<tr>
<th>Prize Category</th>
<th>Description</th>
<th>Winner</th>
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<tbody>
<tr>
<td>RNZAF Rosebowl</td>
<td>Awarded to the five-person team with the highest aggregate score in the Steyr Short Range Competition.</td>
<td>Base Auckland</td>
</tr>
<tr>
<td>Dix Cup</td>
<td>Awarded to the competitor with the highest individual score in the Steyr Short Range Competition.</td>
<td>FLTLT Andrew Stuart</td>
</tr>
<tr>
<td>Lawson Cup</td>
<td>Awarded to the female competitor with the highest individual score in the Steyr Short Range Competition.</td>
<td>LAC Charlotte Flannigan</td>
</tr>
<tr>
<td>Top Shot</td>
<td>Awarded to the competitor with the highest aggregate score in the Interbase Service Rifle Shooting Competition.</td>
<td>W/O Aaron Jeffries</td>
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The Interbase competition enabled the selection of personnel to represent the RNZAF at the New Zealand Service Rifle Association (NZSRA) Championship in Waiouru. The RNZAF was there in strength, with two squads with seven personnel from Ohakea, Whenuapai and Wellington.

The annual competition conducted by NZSRA and hosted by Army attracts rifle shooters from services and clubs across New Zealand. With 69 competitors, including two representative teams from Australia, high scores were hard won. For the RNZAF it was the first time since 2003 that a team had entered.

The shooting itself was from 550 yards on Old Class Range and covered a wide spectrum of shooting scenarios. Waiouru produced its own challenges with gusting cross winds, rain and mixed light conditions. The long-range serials tested the 1.5 x optics on the IW Steyr and the shooters’ judgement for trajectory and windage, while the short-range reaction shoots provided the opportunity to excel.

Individual scores were mixed with notable mention to LAC Mike Andrews who was placed third in the turn-around rapid fire with 95 points from a possible 100. In the teams events the two RNZAF teams were beaten by the two Army teams by a small margin.

Overall it was an extremely enjoyable three days with a commendable performance from the competitors of both services.

Should any readers be interested in participating in future competitions then please contact your local base shooting sports club.
NZDF World Masters Team Wins Big at Games

RNZAF athletes took a healthy share of the nearly 30 medals won by the New Zealand Defence Force World Masters Games team at the tournament held in Auckland recently. The more than 230-strong team came away with an impressive 28 medals including 10 gold, 14 silver and 4 bronze, in both team and individual events.

The competition, held every four years, is the world’s largest multi-sport event, with an estimated 25,000 athletes from 100 countries participating in 28 sports. Chairwoman of the NZDF Sports Council, Captain (CAPT) Corina Bruce, said she was very proud of the efforts the teams put in over the course of the Games.

“Our people represent the diversity we have within the Defence Force, from civilians to military of all age groups competing in a huge variety of sports. Competing at the World Masters Games has been a fantastic opportunity for our people.”

Flight Sergeant (F/S) Chris Hurricks collected an impressive four gold medals in the archery events.

“It wasn’t about the medals for me, it was about doing the best I can, and I did. I shot a couple of personal bests and like other competitions I got to see where I stand against other divisions.

“It was a great honour and privilege to be able to represent the NZDF and wear the uniform with pride, I got quite a few people at the shoots say how great it was that the NZDF was backing its people," he said.

Major (MAJ) Brett Grieve said winning a gold medal in the cycling criterium was a “glorious moment”.

“Hearing the cheers from the crowd and savouring crossing the line solo was the highlight of my cycling career without a doubt.”

The goal of the games is to encourage participation in sport
Sport

throughout life in events where competition and camaraderie are celebrated equally.

The 18 NZDF teams competed in athletics, archery, basketball, cycling, football, golf, netball, orienteering, rugby, softball, swimming, volleyball, triathlon and touch.

Lieutenant Commander (LTCDR) Matthew Lee won silver in the Triathlon and said he enjoyed the atmosphere of being around thousands of athletes from all over the world.

“Triathlon is normally an individual sport but the NZDF triathlon team was a tight-knit group. Hearing the crowd yelling ‘go Kiwi’ and ‘go NZDF’ was pretty special and as a proud member of the NZDF, I wore my triathlon suit with pride.”

### Gold Medals
- MAJ Brett Grieve Men’s 35–39 Cycling Criterium
- LTCDR Rowan Brown Men’s 30–34 Cycling Criterium
- F/S Chris Hurricks Men’s Archery IFAA Field in Fingers Compound 40–49
- F/S Chris Hurricks Men’s WA Target Bowhunter Unlimited 40–49
- F/S Chris Hurricks Men’s WA Indoor Bowhunter Unlimited 40–49
- F/S Chris Hurricks Men’s WA Archery Field in Fingers Compound 40–49
- SGT Brayden Grant Men’s 30–34 800m
- Women’s Netball Team Women’s 30+ Netball
- LAC Shane Reed Men’s 40–44 Triathlon
- Andy Richardson Men’s Decathlon

### Silver Medals
- Dr Jamie Halla Men’s 5000m (M40)
- Andy Richardson Men’s Long Jump
- SGT Brayden Grant Men’s 30–34 400m
- SGT Brayden Grant Men’s 30–34 200m
- Andy Richardson Men’s 50–54 Pole Vault
- Gerard Bell Men’s 35–39 Triathlon
- LTCDR Matt Lee Men’s 30–34 Triathlon
- LTCOL Mel Childs Women’s 40–44 Triathlon
- Shanon Stallard Men’s 35–39 Triathlon
- Dr Jamie Halla Men’s 3000m Steeplechase
- Christina Wilson Women’s 35–39 Triathlon
- MAJ Brett Grieve Men’s 35–39 Cycling Road Race
- NZDF Football Team Men’s 30+ Football
- F/S Roger (Polly) Perkins Men’s Golf 35–44 (Handicap Stableford)

### Bronze Medals
- LTCDR Rowan Brown Men’s 30–34 Cycling Time Trial
- Andy Richardson Men’s Javelin (M50)
- Women’s Volleyball Team Women’s 30+ Volleyball
- SGT Suzanne Landers Women’s 30–34 Triathlon
I saw this photo opportunity when the Military Working Dogs were present at the Linton Army Camp Visitors’ Day. The dog, Bolt, was sitting among the audience looking tired after a long day and I managed to capture the moment his handler gave up the remains of his water to his hard-working companion. It’s images like this that show comradeship can come in all shapes and forms.

Photographer
LAC Naomi James

Andy Glenfield researches the involvement of Northern Ireland in World War II.

His research has led him to numerous graves of fallen ANZAC airmen, which he has photographed and posted on his website www.ww2ni.webs.com.

Andy researches the locations and includes the information he has uncovered. He invites anyone interested to visit his website.
Family/whānau provide crucial support to our Defence personnel. Recognise that support by giving them an ‘NZDF Supporters Medallion’ to show how proud they are of you.

Each medallion costs $21.50 (plus postage). To purchase one, visit the Air Force Museum

www.airforcemuseum.co.nz/shop