A109s in the Alps

No. 42 Squadron – Unsung Heroes

RNZAF and the Space Race
Our mission
To carry out military air operations to advance
New Zealand’s security interests with professionalism,
integrity and teamwork.

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

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EX BLACKBIRD
PHOTOGRAPHER: LAC NAOMI JAMES

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New Zealand Government
People are key to operational effect

By Chief of Air Force, Air Vice-Marshal Tony Davies

Recently I had the pleasure of visiting some of our operational deployments in the Middle East. I accompanied the Minister of Defence to Camp Taji to gain first-hand experience of our people at work as part of the coalition tasked to train the Iraqi Security Forces in order to defeat ISIS and maintain regional security. One can’t help but be struck by the excellent work being done by our people in our building partner capacity mission, despite the hot, austere, and challenging conditions our people are working in.

While most of the people deployed to Taji are Army I saw a number of significant Air Force elements playing vital roles. From our medic on the ground in Taji, through to the airmover working some incredibly long hours with our coalition partners in Baghdad, our people are not only enjoying the challenge but thriving on it. On a number of occasions I had examples of the excellence by Air Force people, singled out to me by coalition partners. Unfortunately I can’t name them here for security reasons, but I’ve thanked them personally and they continue to carry and build our national reputation through their efforts.

What struck me from this visit was the effort and commitment our people are applying and their positive and professional attitude in getting the job done. Along with meeting our people on the ground, it was great to travel in our own aircraft and see first-hand the operational effect they’re providing. From the C-130 flying tactically prepared missions into and out of theatre, putting the full range of their skills and the aircraft’s capabilities to work, through to the P-3K2 assisting international efforts to maintain regional stability and combat transnational crime in the Middle East. The impact of these efforts is being gladly received and acknowledged at the highest levels amongst our friends and partners.

When considering the operational excellence being achieved, credit must be given to the significant support networks that underpin these capabilities stretching right back to the units and families in New Zealand. Here at home we saw this culture of operational excellence in the support of our NH90 fleet, with the logistics and technical organisations swift and efficient efforts in returning them to service, following an unexpected engine failure. Notwithstanding the outstanding aircraft and enabling technologies, as is too often the case, the heart of our operational effect is our people.

As our operational results prove time and time again, the innovation, can-do attitude and willingness of our people to get the job done are attributes that continue to set us apart as an Air Force. Well done, keep it up.
A P-3 Orion from No. 5 Squadron found a New Zealand yacht that was stricken off the coast of Fiji after its four-member crew made a distress call.

Crew on board the aircraft spotted the SV Jungle, which was beached on the reef at Tuvana-I-Ra atoll, about 425km south east of the Fijian capital of Suva, Air Component Commander Air Commodore Darryn Webb said.

“The yacht’s four crew members had abandoned the yacht and were found safe and well on the atoll,” Air Commodore Webb said.

“They used the yacht’s radio to establish communications with the Orion crew.”

The Orion’s crew stayed in the area to contact vessels nearby to rescue them.

“We are delighted with the successful outcome of this search and rescue operation. Well done to all those involved.”

There were three locals living on the atoll, he said.

Crew members of the 18-metre yacht had sent text messages to their relatives to inform them that their vessel's backstay was broken, affecting their ability to sail.

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Herc Delivers 120 tonnes of Supplies in Middle East

By Luz Baguioero, Public Affairs Manager – Joint Forces New Zealand
A C-130 Hercules from No. 40 Squadron transported 120 tonnes of supplies and about 500 military personnel supporting coalition operations in the Middle East in the past month.

Twenty-five NZDF personnel and one of the Royal New Zealand Air Force’s C-130 Hercules aircraft left in May to support New Zealand, Australian and coalition operations in Iraq, Afghanistan and the Sinai Peninsula.

The Hercules’ primary task was to transport people, equipment and supplies while working as part of the Australian Defence Force’s Air Mobility Task Group until late June.

Squadron Leader (SQNLDR) Brad Scott, who led the NZDF’s air transport support mission in the Middle East, said the NZDF team provided additional capacity during a busy period for coalition operations.

“The entire NZDF team worked hard and can be proud of the contribution we’ve made here,” SQNLDR Scott said.

Major General Tim Gall, the Commander Joint Forces New Zealand, said the NZDF’s air transport support operations in the Middle East marked its latest contribution to regional security.

“New Zealand is a reliable and trusted partner and we do our fair share towards maintaining peace and stability in the region,” Major General Gall said.

The deployment of the Hercules and the supporting detachment followed a successful six-month NZDF air transport support mission that ended in December 2016.
Ex Blackbird Flies into Marlborough

The A109s from No. 3 Squadron left Manawatu’s plains for the mountainous South Island recently to give pilots and loadmasters a taste of alpine flying training. The stunning location was the perfect place for our pilots to get an understanding of the difficulties involved in flying in the mountains.

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

Exercise Blackbird operated out of the Dip Flat Defence Area in Marlborough last month.

Detachment Commander for the exercise Squadron Leader (SQNLDR) Greg Jane said the training for the A109 pilots and helicopter loadmasters was essential for safe flying in mountainous terrain.

“At home or abroad mountainous terrain requires specific skill and considerations. It is critical that RNZAF helicopter crews are qualified and experienced in high-altitude mountain flying,” he said.

The A109 helicopter is used to train the RNZAF helicopter crews, who will move on to the NH90 or Seasprite helicopters.

“The training that is provided on the A109s is a critical step in the professional development of the air crew,” SQNLDR Jane said.

“For a new helicopter pilot or loadmaster, the A109 is an ideal platform to learn the trade. The twin engines, retractable landing gear, four-axis autopilot and modern glass cockpit all make for a smooth transition to the NH90 or Seasprite.”

As well as conducting flying in the region, crews learned theory in meteorological considerations and in alpine survival, which would help broaden their knowledge, SQNLDR Jane said.

Helicopter Load Master (HLM) in training Corporal (CPL) Jonathan Bartley was part of the exercise. He said being a HLM was all about directing the helicopter to achieve something and a lot of planning goes into each flight.

“There is a lot of planning that goes into one flight, from calculating weight and balances to organising and briefing people to be winched.

“The HLM can direct the pilot to move the helicopter, and then operate the winch or manage troops who need to rappel out of the helicopter, or sometimes go down on the winch ourselves to rescue someone.

“It is such a varied job day to day, no flight is ever the same and there is always a new adventure to go on,” he said.

The A109 helicopters are the foundation on which No. 3 Squadron operates which helps to provide the best training for our crews.
No. 42 Squadron

Unsung Heroes

By Rebecca Quilliam

While our Beech King Air B200s don’t take part in search and rescue missions, anti-piracy operations or transport tonnes of aid to disaster zones, the reliable aircraft is busy in the background doing the hard graft that is not often heralded. Air Force News takes a close look at No. 42 Squadron and its hard-working personnel.

No. 42 Squadron is a pilot training squadron, but that is not anywhere near the extent of the work the busy unit undertakes.

The 74-year-old squadron was formed at Rongotai in Wellington during the Second World War as a communications service.

It was disbanded in 1946, but the residual elements became the General Purpose Flight at RNZAF Station Ohakea. In March 1950 it was reformed at Ohakea and equipped with Harvards, Austers, Avengers, Oxfords, Devons and Mustangs.

In the late 1950s the Squadron’s inventory comprised Dakotas and Devons. The Squadron’s role was now firmly entrenched in VIP flights, multi-engine conversion courses, and general transport flying around New Zealand and the South Pacific.
The Dakotas were replaced in 1977 by Andovers, which in turn were replaced 20 years later by the King Airs, which continue the squadron’s busy legacy.

Flight Lieutenant (FLTLT) Bronson Netzler said the Ohakea-based squadron would take on a variety of roles on any given day.

“We’re a training squadron, but we also have the ability to conduct tasks for the Government. It’s hard to say what business as usual is, because we’ve done a few abstract things in recent history, such as going over for Tropical Cyclone Winston [which devastated Fiji in February last year], and Tropical Cyclone Pam [the worst storm to hit Vanuatu].”

During Tropical Cyclone Winston, crews flew reconnaissance flights over some of the built-up areas that had been affected, to assess where most of the damage was and where to send ground crews to assist.

“We also worked with the agricultural sector of the Government to get some seeds over to the country so they could re-establish crops,” FLTLT Netzler said.

“There’s a whole lot of different taskings that we do, which you wouldn’t normally associate with the King Airs. We are often in the background working away.”

The aircraft was excellent to fly and well put together in terms of avionics, he said.

“For a pilot flying it’s really straightforward. It flies similar speeds to the Hercules but the difference is the size – we can’t carry as much.”

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**KING AIR FACT BOX**

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<tr>
<td>CREW</td>
<td>Two pilots. One instructor pilot and student pilot.</td>
</tr>
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Flying Officer (FGOFF) Jade Telford-Simms has just completed the multi-engine basic course on the King Airs. The course trains pilots to fly multi-engine aircraft and work as part of a crew.

“That sets us up for our careers in the Hercules, Orions and Boeings,” she said.

“If you can’t fly the King Airs, you can’t fly anything else – it’s kind of like a stepping stone.”

The pilots undertake a lot of VIP transport – most recently when Governor-General Dame Patsy Reddy attended the recruits’ graduation parade in Woodbourne. They also take part in large exercises, such as Southern Katipo, flying senior leaders into the exercise area to see how it is progressing, as well as establishing the area of operations.

But the squadron’s main role is training pilots so they are ready to fly the larger airframes.

“The biggest thing during my training was having to work with another pilot,” FGOFF Telford-Simms said.

“I’m used to making decisions by myself, but with the King Air training I am expected to convey my thoughts to another crew member before taking action. It sounds simple, but working with another person is complex. It was really difficult at first, because when something happens you react to it. But the further I went through the training the easier it was.”

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“*We haven’t got the glamour of drug busts and search and rescues, but that doesn’t seem to faze the team – they just crack on. We’re very much a keep calm and carry on type of squadron.*"
Ever wondered how to become a helicopter loadmaster? Sometimes all it takes is a tap on the shoulder. Andrew Bonallack meets the loadmasters for the Seasprites at 6 Squadron, Whenuapai.

Hydrographic Systems Operator Tiffany Yule was in HMNZS TE KAHA during an Asian deployment in 2007. She was 19 and thought the Seasprite helicopter missions looked pretty interesting. “I asked the crewman if I could go for a flight, and over a month or two, I was pretty much getting immersed in aviation as much as I could. In 2009 I put my papers in to change over.”

And that is as good a way as any to kickstart your path towards becoming a loadmaster with 6 Squadron. As a recruit, there is no direct entry into the loadmasters’ trade, but if you’re a sailor, you can start asking about it.

When it comes to duties aboard a Seasprite SH-2G(I), if it’s not flying, the loadmaster is probably doing it. They plan the flight, calculate weight and balancing, organise and brief people to be winched, operate the winch while directing the pilot, or are winched down to rescue someone. The loadmaster handles the photography of ships, passenger supervision, fuelling and gunnery.

Petty Officer Helicopter Loadmaster (POHLM) Yule said there were no women doing loadmaster roles at the time. “I quite enjoyed working with men. It looked really diverse, a great challenge. So I changed over, got posted to Ohakea for nine months, then came to No. 6 Squadron for my Seasprite conversion. By October 2010, I was at sea doing the job.”

She’s been deployed every year. “I’ve done Department of Conservation work, RIMPAC, Penryn Atoll (Cook Islands). You could be doing anything on any given day. One morning could be search and rescue training, winching in the Hauraki Gulf. Next week, you’re mountain flying at 6000 feet - a pretty awesome way to see your country.”

It was a similar story for Leading Helicopter Loadmaster (LHLM) Rick Gurnell who watched Seasprites fly from a frigate. “I was a communicator. I joined for the travel and camaraderie. I loved it, did it for five years and I was continually wanting to challenge myself. I like the exclusivity of the aircrew. There’s only one on the ship.”

After his training, LHLM Gurnell went with HMNZS TE KAHA to the 100th commemoration at Gallipoli. He was also part of the anti-drug patrols in the Indian Ocean. “It was the trip of a lifetime, a really cool trip. With drug work, you are the eyes in the sky, you can see further than the ship. My main role was the visual lookout, eyes on the binos, flying with a MAG58 machine gun in the right door.” If a boat is boarded, the loadmaster becomes the gunner, the protection for the landing team.

Chief Petty Officer Helicopter Loadmaster (CPOHLM) Dougie Greig is coming up to 20 years in the Navy. He went through the helicopter training process at the half-way mark. He had originally wanted to be a police officer, but the police recruiter, unimpressed with the 21-year-old’s history of casual orchard work in Hawkes Bay, told him he needed to be in a solid job before they would accept him. “They missed out. It’s the diversity of the Navy, travelling with different people, and there’s always something to learn. That’s the good thing about the aviation side. Every day is a learning day.”
He has been to Canada, America and the Pacific Islands, and was one of the first responders when the RV RENA went aground on Astrolabe Reef in 2011. “We spent a month there. Using the infrared cameras, you could see the heat signature of the deck cracking. We were on standby for the salvagers, and taking environmental impact photos.”

Last year, CPOHLM Greig was touching down in a rugby field in Kaikoura, just days after the earthquake. “It felt pretty good to be able to deliver relief into there,” he says. “We’d turn up, there were elderly people, kids, and people were really worried. We’d say, look, it’s safe, we’ve been doing this for a while. You could see the sense of relief on people’s faces when you turn up and say, everything is going to be fine. Then we’d see them later on HMNZS CANTERBURY, having meals, and they’d come up and thank you. That’s the job I do. It’s the professionalism.”

LHLM Gurnell experienced that relief when he went to Fiji last year for cyclone relief work. “It’s physically making a difference. You could tell the families appreciated what we were doing. Even if it was just toys, or sports equipment. Even just simple stuff, it makes people grin.”

For POHLM Yule, being a woman often caused surprise. “Doing international deployments, people didn’t expect it, and the look of surprise was quite cool. There’s not that many of us.” She says aircrew is a great setup for life. “Great opportunities and there’re not many places that look after you like the NZDF.”
In a world first, an orbital-class rocket has been launched from a private launch site and two RNZAF squadrons were there to lend a hand.

Electron lifted off at 4.20pm in late May from Rocket Lab Launch Complex 1 on Māhia Peninsula. Less than 10 minutes later, the 17-metre aircraft reached space.

Before the rocket could reach that point, however, P-3 Orion and T-6C Texan II crews were called in to provide data to the Rocket Lab team. The Orion team ensured that marine safety areas were clear before launch, alongside Rocket Lab’s maritime surveillance efforts.

The Texan measured meteorological conditions across an altitude range of 31,000 feet.

Air Warfare Officer Flying Officer (FGOFF) Andy Taylor said the Orion crew was tasked with contacting vessels in the rocket’s flight path to alert them that they were in the designated area where debris from the rocket could fall. The aircraft flew south of Christchurch and back to Māhia. Five vessels were in the area and were contacted about the launch.

The crew was also able to provide the company with photographs of the launch site, he said.

Flight Lieutenant Nathan Barrack (FLTLT) was one of the pilots in the Texan. He and co-pilot FLTLT Shane Huismann were asked to measure the temperature and altitude of the cloud top and base, as well as the altitude of freezing level.

“This allowed them to validate what their weather balloons were saying,” FLTLT Barrack said.
did You know...

It is an entirely carbon-composite vehicle that uses Rocket Lab’s 3D-printed Rutherford engines for its main propulsion system.

It can deliver payloads of up to 150kg to a 500km sun-synchronous orbit – the target range for the high-growth constellation-satellite market.

By the Numbers:

It takes Electron 8 minutes to reach orbit.

The rocket is 17 metres long, with a diameter of 1.2 metres.

25,000 data channels are captured during each test flight to measure the rocket’s performance.

“It was great to be involved in that and it would be good to be involved in the future. It would be amazing to be at altitude and take some photos of the launch.”

Rocket Lab chief executive Peter Beck said No. 5 Squadron was chosen for its expertise in conducting long-distance overwater search operations.

“With No. 14 Squadron, the high performance of the T-6C Texan II aircraft, and the crew’s adaptability to rapidly changing objectives, meant Rocket Lab could make critical launch decisions in a high-pressure situation with timely, localised information.”

The launch was a success, he said.

“During the flight there was great first-stage burn, stage separation, second-stage ignition and fairing separation. Reaching space in our first test puts us in an incredibly strong position to accelerate the commercial phase of our programme, deliver our customers to orbit and make space open for business.”

What is next for the rocket company?

“Our focus is around ensuring a successful second and third test flight of the Electron, before rolling out the commercial phase later in the year,” Mr Beck said.

“We’re committed to making space accessible and this is a phenomenal milestone in that journey. Doing this will open up endless applications, including improved weather reporting, Internet from space, natural disaster prediction, and up-to-date maritime data, as well as search and rescue services.”
A fuel tanker has rolled after its driver suffered a fatal heart attack and crashed his truck into Base Auckland’s fuel farm. The crash damaged control valves, leading to a devastating fuel spill, which resulted in injuries and a potential environmental disaster. That was the scenario that personnel had to deal with during an exercise on the base recently – and it was no small feat.

Whenuapai holds more than one million litres of aviation gas to fuel the aircraft from three squadrons based there. The area is secure but our own regulatory and NZ Civil Aviation Authority rules dictate that base incident exercises need to be held at least annually in case of a leak.

On the morning of the drill sirens blared across the base, alerting everyone to the danger. The base’s fire trucks and medics raced to the scene and personnel secured the area. The conditions were trying – heavy rain fell through most of the exercise.

More than 200 people were involved in the exercise, including external agencies, airfield manager David Bacon said. Those agencies arrived at the base to support the team and those who were overcome by the fumes were attended to. Even the local kindergarten and primary school staged a lock down to participate in the exercise.

The Fire Service provided a command unit, an aerial scope, two emergency tenders and Urban Search and Rescue staff to operate a remote piloted aircraft system (or drone).

Other services including NZ Police, Auckland City Council, Maritime NZ, Auckland Regional Public Health, Waitemata DHB, and Auckland International Airport staff also provided support, Mr Bacon said. The establishment and fostering of key external stakeholder relationships was a major benefit to holding such an exercise.

“The scenario went really well and allowed us to exercise a number of elements of critical incident response in poor weather. The debrief and table top scenario discussion allowed us to identify some issues that we will definitely look to improve in the future,” Mr Bacon said.
A Boeing 757 has delivered more than a tonne of donated sportswear to the Solomon Islands for distribution to remote communities and the police force.

The uniforms and t-shirts were donated by the World Masters Games 2017 (WMG2017) and Basketball Otago.

Robert Campbell, WMG2017’s general manager, finance and corporate services, said staff from the local Inland Revenue distributed the sportswear to remote communities in the Solomons.

The donations included surplus volunteer uniforms and participant t-shirts.

“The WMG2017 saw this as an opportunity to further extend the benefit of the Games around the Pacific,” Mr Campbell said.

Basketball Otago general manager Justin Ludlow said representatives from the NZ Police would be handing over the donated uniforms to the Royal Solomon Islands Police Force.

Their donation was prompted by a member of the police force who hailed from Otago and was posted in the Solomons, he said.

“While playing basketball with his Solomon Islands colleagues, he saw the lack of uniforms, shoes and other stuff. We were in a fortunate position where we had excess uniforms so we thought of putting these to good use.”

Air Component Commander Air Commodore Darryn Webb said a Boeing from No. 40 Squadron brought the donated sports uniforms on a scheduled flight to Honiara.

“Sports is an important part of the Solomon Islands culture. So we are pleased that we are able to help bring some joy to our neighbours. I know these uniforms will be warmly received,” he said.

Earlier this month, the NZDF delivered about a tonne of textbooks and children’s books to Honiara to help restock the sole public library in the South Pacific country’s capital. In February, an Air Force C-130 aircraft delivered more than three tonnes of donated textbooks to Fiji, and more than a tonne of children’s books to Papua New Guinea.

“The NZDF regularly assists in bringing charitable freight on scheduled flights to the South Pacific. We are always willing to lend a hand whenever we can,” Air Commodore Webb said.
As more members of the public invest in remotely piloted aircraft systems (RPAS), also known as drones, there has been an increase in the devices encroaching on military air space. This can cause danger to our personnel and aircraft operating in these areas and there is a plea for operators to learn the rules around RPAS use.

“The big concern is that people don’t understand their impact on other users and they just need to be aware and do some preparation before they begin,” Squadron Leader (SQNLDR) Don Richardson, from Base Auckland, said.

The base undertook numerous air operations during the year and there were risks involved with RPAS use in the area, he said.

“It might not be an aircraft, it might be a parachutist in freefall, if the RPAS go high enough, or it might hit a parachutist’s chute.”

Civil Aviation Authority (CAA) regulations state that operators must not use airspace above people unless they have the consent of the people below the flight and the operator must not use airspace above a property unless consent has been obtained from anyone occupying that property or the property owner.

SQNLDR Richardson said the RNZAF did not want to stop people flying. “What we do want to do is ensure that everybody knows who is using what airspace to make sure that everybody is safe.

“There may be instances where we may say that certain times are not appropriate, so the process is to call the base operations and put in a request to fly. Because it’s controlled airspace, they will also need to submit an Air Share flight plan.”

The remote-controlled aircraft were becoming cheaper and more accessible and with more people owning them the problem would not go away, SQNLDR Richardson said.

“We are keen to work with RPAS operators to make sure that everybody’s aims and objectives can be safely achieved – and that’s just being a good user of airspace.”
SQNLDR Tony Enright, from Base Ohakea, said a big issue was the RNZAF did not know how many RPAS were flying within its airspace and he asked anyone who saw an RPAS around the base to contact them.

“It’s a matter of raising awareness and making sure that they know how to contact us – and that’s by calling the Tactical Operations Centre here at Ohakea. They can phone us and give us the information and we can react accordingly.

“We don’t automatically say no to private operators. Mostly the people who contact us do surveys of surrounding farms and the powerlines that passes through the area. They’re talking with us all the time and we don’t have an issue with them.”

If an RPAS was spotted in the area, the RNZAF would try to find the operator, SQNLDR Enright said. Most operators who encroached on military air space were unaware they were breaking the law.

“It’s an education process really and we can tell them about Air Share.”

All some operators wanted to do was take photos of their house and property, or they were locals farmers who might want to find out what their stock were doing, but there were conflicts with air operations, SQNLDR Enright said.

CAA unmanned aircraft specialist Mark Houston said it was estimated there were about 5000 RPAS in the country. Many were unregistered, so an exact figure was not known.

“The greater the numbers, the greater the risk [to aircraft],” Mr Houston said.

Many were about 30cm across and were white, so against a white sky would be impossible to see by a pilot, he said.

“Another great risk is a member of the public flying out in the countryside where a Herc is practising low flying. They’re both doing their own thing and not doing anything wrong.”

The CAA has two surveys circulating to try to pinpoint where many of the operators are flying so it can have a fresh look at the strategy around RPAS regulations.
A hundred years since the New Zealand Division took part in the Battle of Messines, the New Zealand Defence Force (NZDF) has marked the centenary with two extraordinary services in Belgium.

The two services at Messines Ridge British Cemetery and the New Zealand Battlefield Memorial in New Zealand Park were attended by Governor-General Dame Patsy Reddy, the New Zealand Ambassador to Belgium Gregory Andrews and Major General Tim Gall, Commander Joint Forces New Zealand.

During the blustery National Commemorative Service, Major General Gall delivered a reading of Lance Corporal Robert Bett’s moving description of his feelings as he took part in the battle on the day of his birthday.

“It is an incredible honour to be here to pay respects to the men who fought in the Battle of Messines, to the soldiers buried here and to those who made it home,” Major General Gall said.

“We also remember the families who lost loved ones and the men and women of our Defence Force and their families who make sacrifices as they serve New Zealand today.”

Central to the New Zealand National Commemorative Service, attended by nearly 600 people, was the Regimental Colour of the 2nd Canterbury, Nelson, Marlborough and West Coast Battalion, Royal New Zealand Infantry Regiment. The Colour carries 21 battle honours, including “Messines 1917”.

An emotional Sunset Ceremony took place at the New Zealand Battlefield Memorial on Wednesday evening, with an estimated crowd of 500 people. It was a uniquely Kiwi farewell to the men who lost their lives in the service of New Zealand and told the story of the Battle of Messines through music and ceremony featuring NZDF musicians, the Māori Cultural Group and military ceremonial personnel.

As the catafalque guard took its post, four figures dressed in replica First World War uniforms stepped silently out of the crowd and took their posts in the shadow of the guard, placing their hands gently upon their shoulders. This shadow guard was a stark reminder to onlookers of the more than 3000 casualties and 700 soldiers who were killed in action between 7 and 9 June 1917.

The attack on Messines Ridge, a vital piece of high ground, was a preliminary move to support the Third Battle of Ypres, also known as the Battle of Passchendaele. Meticulously planned, it was one of the most successful operations of the First World War but came at a great cost to the New Zealand Division, which suffered 3700 casualties, including 700 dead in the operation.
Striking a Poignant Note

By SqnLdr Simon Eichelbaum, Public Affairs Officer (Air)

For the Director of Music of the Royal New Zealand Air Force (RNZAF) Band, Flight Lieutenant (FLTLT) Simon Brew, this quote pretty much summarised his challenge for the Sunset Ceremony at the New Zealand Battlefield Memorial in Messines, Belgium. But it also represented a great opportunity to express a more creative side than the ceremonial band duties normally would allow.

“It is the difference between being a private musician and a service one,” FLTLT Brew said. “The private musician is primarily an entertainer, whereas the service band has a different focus, being part of a larger ceremonial activity, with less scope to be inventive.”

FLTLT Brew has a depth of experience in both worlds. As a classical saxophonist, his CV includes appearing with the Rotterdam Philharmonic Orchestra, Auckland Philharmonic Orchestra, Netherlands National Orchestra, as well as solo and chamber recitals throughout New Zealand, and as far afield as Australia, the United States, France, England, Germany, and Austria. A stint as Principal Saxophone with the RNZAF Band in 2005-06 whetted his appetite for the military, and he returned in 2013 as Director of Music.

This appointment has taken him around New Zealand, as well as to Kuala Lumpur and twice to Gallipoli. However, none of these have had quite the same personal connections as this mission to Messines, commemorating the actions of New Zealand troops during the battle on 7 June, 1917. With a great-great uncle’s name on the Memorial to the Missing, and a cousin of the uncle’s who died on the same day buried nearby, he felt privileged to have the opportunity to honour the fallen.

Being given a bigger tri-Service band gave him a greater range of musical colours to choose from. It was the first time the band had taken a cello away, and this played a key role in the piece performed at the Sunset Ceremony. “We played an excerpt from Adagio by Albinoni, and having the cello’s voice made it especially moving.” With the NZDF Maori Cultural Group involved as well, it was also refreshing to be able to give the ceremony a uniquely Kiwi flavour, as opposed to the Anzac ceremonies he was involved in previously.

The piece, titled “The Ridge”, included sound effects, the Regimental Colour, a waiata, and an orchestrated version of the Last Post. The effect was mesmerising, and the performance thoroughly deserved the standing ovation it received on conclusion.

For FLTLT Brew it was an item on his ‘Military Bucket List’, as he starts the countdown towards a major change in direction. Later this year his musical score will be taking him away from the military theme, into uncharted territory. He is already planning his swansong at the Air Force Concert on 29 October; it is bound to be a hit!
Aircraftman (AC) Angela Crene joined the Air Force more than 30 years ago and served with five members of her family. She left to have children, but has now re-joined and is serving alongside the next generation of family members – including her own daughter.

AC Crene gave Air Force News a rundown of her family’s long history with the Air Force.

“My father served for more than 20 years in uniform and more than 20 years as a civilian – he has only recently retired. My mother, brother, husband and brother-in-law were also in the Air Force for a number of years.

“At present we have three nephews, my daughter, my niece and I who have just joined on the latest recruit course. So you could say we are a blue-blood family.”

AC Crene joined the RNZAF in 1986 as a publication specialist and performed a variety of roles, including assisting with the closure of RNZAF Base Wigram, before leaving to start a family.

She has re-joined in the Force Protection trade and said she has benefited from undergoing another recruit course, which has exceeded expectations.

“I have been really impressed with the new systems put in place for a better learning environment within Defence. It is pleasing to see how the Air Force is developing its personnel now and the diversity is fantastic.

“Working with people with such a large variety of skills and different backgrounds helps us move forward a lot faster to keep developing a greater future. For me, working with the younger generation is very rewarding,” she said.

AC Crene completed the recruit course with her daughter Shannon and nephew Dean and said it had been a privilege seeing her daughter experiencing and living her dream.

AC Shannon Crene said at first she was surprised to find out she would be on the same recruit course as her mum.

“Going through the recruit course together has made us see each other not only as family, but as fellow comrades. We have each other’s backs through thick and thin.

“It was quite funny seeing people’s reactions at us being on the same course together. We would always throw jokes around, so there were quite a few laughs about the whole thing,” she said.

AC Sharon Crene is training to become an Aircraft Technician and said she wanted to learn as much as she could about aviation.

“I hope to one day become as qualified as my dad with aircraft. He has been a big inspiration in my life. My ambition is to become a qualified and experienced Aircraft Technician, but my ultimate goal is to become a pilot,” she said.

It appears that the blue blood of the Crene family is running strong and will continue to do so for years to come in the RNZAF.
During its 50th anniversary year the Military Working Dog Unit retired one of its dogs recently to a member of the NZDF. Previously, when a dog retired the handlers were given the opportunity to keep their dogs at home as pets. However, because of the size of the unit this process required updating.

In conjunction with the NZ Army Military Working Dog Branch, new policy was drafted and implemented to allow a wider range of applicants within the NZDF.

Military Working Dog Echo had suffered a back injury during his service, which prevented him from continuing to work but left him capable of leading a comfortable life as a pet.

Echo was assessed for his suitability for adoption with respect to his temperament, health and life expectancy. The assessment not only included the dog’s suitability but that of the prospective owners, regarding their individual circumstances, home suitability and experience with dogs.

After six months of assessments and rehabilitation, Flight Sergeant “Chads” Chadwick was selected as Echo’s new owner. In the true tradition of dogs being like their owners, Chads admits they are very similar.

“We are both about halfway through our natural lives – hopefully! – have had sore backs that have recovered and we can be bribed with food.”

Echo now heads into a retirement of beach walks, swims and a chilled life with Chads on the Whangaparaoa Peninsula. Best wishes from the MWD Unit.
For a group of former New Zealand military pilots a visit to the Defence Technology Agency (DTA) in Auckland has provided not only hope but reassurance that our future is in good hands.

Fourteen members of the North Shore Brevet Club visited DTA in February for a quick look “behind the veil”. Organiser Michael Murray said not too many people had the opportunity to appreciate the work that went on in the area of defence technology.

Many Brevet Club members used to work closely with the then Naval Research Laboratory, so they were curious about the battle space technology of today.

It was by far their most interesting visit in years, Mr Murray said.

“These pilots are all ex-military who’ve also worked in the commercial sector, so they understand and appreciate technology. When the scientists got into detail about geospatial intelligence, platform and protection systems, and electronic warfare, our boys were right with them.”

The visiting group included two Second World War pilots who were in their mid-90s.

“We all managed to keep up with the presentations, and hopefully gave DTA scientists the benefit of some of our knowledge,” Mr Murray said.

DTA had been collaborating recently with Rolls Royce in identifying metal fatigue in T56 engines.

“Some of our pilots have been on the sharp end of gear failure and metal fatigue, so hopefully being able to talk the scientists through that was valuable,” Mr Murray said.

“Politicians and others don’t recognise the benefits of research and development in the military, but the money invested has the potential to save millions in the future and prevent failures. What DTA is achieving is quite remarkable. It gives you comfort.”

Much of the work DTA did was classified, he said. “We are a small country but we’re still part of the Five Eyes network [United States, United Kingdom, Canada, Australia and New Zealand], so they must really value the work New Zealand does. I think it is because of our size we have the ability and flexibility to carry out research into areas where others can’t scope down to.”

DTA engineer Dr Ben Withy said it was fascinating to hear the stories from the men. “While the tools and technology have changed since our visitors were in the service, the goals and challenges of aircraft maintenance remain essentially unchanged.”

The Brevet Club is hoping to return to DTA next year.
RNZAF Armourers had the opportunity to attend Exercise High Sierra – a Royal Australian Air Force (RAAF) exercise involving F/A-18 Classic Hornets and live bombing. Leading Aircraftman (LAC) Mathew Harding and Corporal (CPL) Rory Forbes were there.

The experience CPL Rory Forbes and I had working on RAAF F/A-18 Classic Hornets was unforgettable. Seeing an F-18 up close at Base Williamtown, near Newcastle, was something I’ll never forget. Hearing them circling the base was surreal and being able to work on them on a day-to-day basis was an experience you had to feel for yourself.

We were welcomed with open arms by the No. 2 Operational Conversion Unit (2OCU) and the armament section. We started by familiarising ourselves with the F-18 and specific armament. The team at 2OCU got us lots of hands-on experience, from countermeasures to guided missiles, and we had to learn quickly before the exercise began.

We were flown to RAAF Base Townsville, where 2OCU started its annual weapons training. I started the exercise on the load team. We had to load a variety of weapons on to the aircraft, from small practice bombs to 1000-pound laser-guided bombs.

Each morning the aircraft would take off fully loaded for bombing. When they returned we were under pressure to get them re-loaded and flying again. Once the aircraft were loaded, we would head back to our Ordnance Loading Apron, make sure all the aircraft took off and then prepare for the next load. The F-18s took off and returned together and, without warning, would fly over in a line, letting us know they were back.

I then switched to the prep team, where our task was to prepare all the armament for loading. We would drive out to the weapons preparation area every day, preparing high-explosive practice bombs, countermeasures, guidance equipment and ammunition for the 20mm aircraft guns. We would load all of our prepared explosives and tow them to the load team ready for the aircraft.

At the end of the trip, back in Williamtown, we reconfigured the F-18s for the new year. It was an amazing experience – topped with the memory of two F-18s flying directly overhead at what seemed to be only 150 feet.

GETTING OUR SOLDIERS TO WORK

Air Manoeuvre
Air manoeuvre aims to shape operations via the rapid deployment of forces and materiel. Air manoeuvre may involve: air assault operations using helicopters; airborne operations inserting soldiers by parachute; and air landing operations inserting soldiers using fixed-wing aircraft.

Air Power in Action
It had been a long time coming, so it was with a lot of excitement and anticipation that the RNZAF Tūrangawaewae at Ohakea finally got to receive its first recruit course. No. 17/01 Recruit Course became the first to make the journey, which involved two bus trips and a ferry crossing each way. Yet even with the long, arduous journey they still arrived brimming with enthusiasm and excitement. When they passed through the Tūrangawaewae gates to begin their bicultural awareness training a new era was established. Every recruit course will follow in their footsteps and spend two nights in the RNZAF Tūrangawaewae.

Sixty-eight recruits and three CRTS staff members have been welcomed on to their Tūrangawaewae. It began with a wero (challenge) to represent the challenges that they would face once they graduated and became “real” members of the RNZAF.

The karanga (call) was issued, to which recruit Kate Te Wano responded in kind. Fellow recruit Bruce Cane delivered the whaikōrero (formal oration) on behalf of the course and a stirring waiata was led by recruit Claudia Karlsson.

After the welcome the hungry horde had a well-earned and hearty dinner, then, in a blur of organised chaos, the serene wharenui (meeting house) was transformed into a sea of beds, bags, bodies and uniforms! The recruits were “in the house”!

Now the business end of the visit could begin.

The evening was spent learning just as much about one another as they did about the key points of tikanga marae (marae customs) and kawa (protocols). This would continue through the following day, intertwined with haka practice, a formal bicultural presentation, history of the region, explanations of the carvings and artwork, myths, legends and a plethora of questions to answer. Not to mention all the eating and, of course, the singing – all pieces of the bigger Māori cultural jigsaw puzzle.
The recruits were taught a very special waiata (song) written by Staff Sergeant Mike Te Hau, from Army, and gifted to the Tūrangawaewae at its opening in October last year. Entitled “E Rere Ou Parirau” (spread your wings), the waiata speaks of our journey in the creation of our Tūrangawaewae and outlines its pepeha (genealogical connection to the area).

No. 17/01 recruits had the honour of being the first course to learn it and to return the honour they would sing it at their graduation just prior to performing the Air Force Haka! The waiata would symbolise ownership of their Tūrangawaewae and the Air Force Haka would cement their identity as members of the RNZAF. There was no doubt that 17/01 Recruit Course would do justice to both, as was evident when they graduated.

As these fresh young (and some not so young) recruits learned about the Māori culture, they learned just as much about themselves and their fellow course mates too. The close communal nature of staying on the Tūrangawaewae lent itself to developing greater course unity and cohesion. Bonds strengthened and team spirit thrived.

They learned, lived, ate, slept, cleaned, played, laughed and queried together, albeit for a relatively short period of two nights. Yet over that short period 17/01 Recruit Course had become a whānau (family) in the truest sense and, to boot, they had also become more culturally responsive and understanding. Behold the true value of the Tūrangawaewae experience!

Tihei mauri ora! Behold the essence of life!

A huge shout-out to the ringa wera (helpers) Sallie Bancroft, Anjah Paul, Alex Netana and Caleb Mahu, without whose help the recruits’ stay would not have been as positive or effective. Tēnā rawa atu koutou – thank you very much.
Joint Operational Health Group Patch

By Corporal Melanie Maitland – No. 5 Squadron

There is a new “approved” patch that will be seen around all camps and bases – the Joint Operational Health Group (JOHG) patch.

JOHG provides health services to the New Zealand Defence Force within New Zealand and overseas.

JOHG personnel were invited to submit ideas and a small committee, representing all three services, narrowed these down to three finalists. The final designs were then voted on by JOHG personnel, with the chosen design being modified. Two separate badges were approved by the NZDF Clothing Board and Single Service Clothing Boards, to accommodate the clothing regulations for each service.

Description
The following is an explanation of the patch:

The anchor: The centre piece of the Navy Badge. It depicts the anchor of the Endeavour from Captain James Cook, who is the forefather of the RNZN.

The eagle: The prominent feature of the Air Force badge. It depicts the eagle in full flight alert, full of strength and ready to attack prey.

The crossed sword and taiaha: The background of the Army badge. It depicts the multicultural warrior ethos, which is the backbone of the Army.

The rampant serpent: The Rod of Asclepius, also spelt Asklepios or Aesculapius, is a serpent-entwined rod wielded by the Greek god Asclepius, a deity associated with healing and medicine. However, instead of a rod, the serpent is wielding the anchor.

The eagle and serpent are facing opposite directions, as if the eagle is keeping watch over the serpent’s back, the same as a team does with the medic treating the soldier, or our professions looking out for the health of our people.

The common belief is that the serpent represents only medics. However, healing and medicine represents the full concept of JOHG, from medical, dental, PTIs and all our health entities, therefore making it an appropriate emblem.

Colours
Army – MCU
As directed by Army Clothing Board, the colours conform to NZ P23 – khaki, sage green, off-white, light khaki and black.

Navy/Air Force – GWD/GPU
As directed by both single-service clothing boards, the patch was to be coloured. The background colour of navy blue was chosen over black because the design was lost in a black background. The eagle is gold to be consistent with the Air Force badges. The serpent is purple to signify the joined unity.

Dimensions
The patch is round, non-coloured and coloured. This is the first “approved” MCU round patch.

FLAG
Additional to the patch will be the JOHG Flag and signage, which will start appearing in our Defence establishments.

ARMY PATCH

NAVY PATCH

FLAG

JOINT OPERATIONAL HEALTH GROUP
Maintenance Support Squadron
Ohakea Adventure Training ‘17

By Flight Sergeant Paul Jacobs

This year, the squadron chose Castlepoint as its base for Adventure Training. The exercise was spread over three shifts, with the need to maintain technical supervision within the bays of the squadron being a big factor in who went when.

During the trip to Castlepoint each shift stopped at the Manawatu Gorge and walked the trail from west to east (some ran it). This was a very enjoyable start to the week, with many viewing points of waterfalls and wind turbines along the way.

Planned activities included mountain biking, blokart sailing, surfing, and community service. The beaches at Castlepoint are huge, so blokarting was much anticipated. Unfortunately the weather had other ideas and personnel were often pushed to achieve their objectives, enduring what often seemed like nature’s best attempts to ruin everything.

During the week the squadron volunteered its manpower to the local primary school at Tinui. While some took the kids for fun PT, others tidied up the school grounds and some attempted to assemble a glasshouse. The glasshouse – plastic actually – became a challenge out of all proportion. It defies belief that something so simple could test the skills of our technical people to such an extent. However, failure was not an option (many had tried before us) and a multi-pronged attack was executed and MSS OH came away with the win.

Of special interest to us is that Tinui was the first place in the world to hold an Anzac service. In 1916 the Reverend Basil Ashcroft erected a cross on a hill overlooking Tinui. With Chaplain Roger Black in tow, the third shift dragged themselves to the top of the hill to hold a service and lay a wreath and poppies.

With the mountain bikes booked by another unit, the first shift attempted a high-ropes course instead. The weather behaved and everyone gained something from it, although not necessarily confidence at height.

Having had little effect on the first shift, Mother Nature got stuck in with the second shift. A weather bomb hit the country, putting the squadron’s executive on edge. Even before the second shift had departed base they were on notice that they might have to come home early. The forecast gave hope that they might be able to accomplish at least some of the activities before the weather put a halt to proceedings. Fortunately they did but, 48 hours after leaving base, they were brought home.

At the same time, Ohakea was gearing up to send people to Whanganui to assist with the civil defence emergency. Because the second shift was already in “outdoorsy” mode, they made a brief stop at home to drop off gear, then departed to man the cordons.
A team of logistics personnel from Base Auckland set off to offer our services to a charity that gives unwanted animals a second chance of getting a home.

Passion4Pawz is a no-kill dog rescue centre run by a mum with a young baby. It is also the sister charity to Chained Dogs Awareness NZ. Taryn Gibbs has about 25 dogs, which have come from extreme abuse, neglect, or from people unable to afford to keep them.

The charity runs solely on donations and volunteers, so being able to provide some people power for half a day was a huge help to the centre and made us feel pretty good too.

While we were there, we discovered it’s not only dogs Ms Gibbs saves but all animals. She was involved recently in the rescue of 1800 battery hens and has offered to take some of them in, which led us to our first job, building chicken coops. There were already a couple set up but they needed to be reinforced, made safe and watertight. The team put their creative minds together and, with material found around the property and one hammer, we created two shelters for the hens. We won’t be quitting our day jobs in a hurry, but considering the tools we had to work with the coops looked surprisingly good.

We then put together a massive dog run that had been donated to the rescue some time ago, but had been sitting in the garage waiting for someone to assemble it. It was a fiddly job, but we had a little three-legged friend to keep us company, which made it all the more enjoyable.

I would like to thank LSS for being so willing to help. With so many people putting their hands up to help it had to be a first-in first-serve basis, which says a lot about our people. The team that did attend got stuck in, with a positive attitude and work ethic. I was blown away by their hard work and willingness to get their hands dirty for a good cause.

If you would like to volunteer your time or would like to give a dog a second chance at life and foster or adopt please contact the emails below:

Passion4pawz@gmail.com
foster@cdanz.org
adoptions@cdanz.org
volunteer@cdanz.org
HQ NZDF Internships 2017
Are you a serving Reservist about to complete your university studies?

Want to learn more about what the NZDF does in your area of study?
The HQ NZDF Reserve Force Internship Scheme (RIS) will provide selected NZDF Reservists with an internship at a NZDF base across New Zealand. Interns will be placed where their individual skills can best be used while the intern will be exposed to opportunities to further a military or civilian career with the NZDF.

At the end of the 14 week placement, applicants will receive a final report/reference from their sponsor branch. The report is detailed and covers Position Title, Position Description, Experience Gained, Task/Projects completed, Skills Acquired, Strengths Displayed and a general comment from the supervisor.

Eligibility Criteria
Twelve internships are available to tertiary students who:
• are NZDF Reservists, of PTE or LCPL rank and are from either the Navy, Army or Air Force,
• are in their 2nd or final years of study,
• are available for 14 weeks from 20 November 2017 to 23 February 2018
• (individual start and finish dates are able to be negotiated to suit academic commitments),
• are not in paid civilian employment and
• agree to wear civilian clothes for the duration of the internship.

Remuneration
• Interns will be paid their Reserve Force salary, up to a maximum of 8 hours per day.
• Interns are not to work weekends.
• All public holidays are unpaid.
• Interns are offered full board accommodation at the nearest military base to their place of employment.
• Interns are offered a daily train pass to and from their place of work to their nearest military base.
• Travel expenses to and from either university or home locations will be met by NZDF at the beginning and end of the internship.
• Travel expenses to and from home location (stated on initial application form) will be met by NZDF for Christmas leave. Christmas leave is unpaid.

Administration
• The Reserve Force Internship Scheme is managed by the Directorate of Reserve Forces and Youth Development (DRFYD), Freyberg House, HQNZDF, Wellington. For any queries please email reserves@nzdf.mil.nz.

Selection Criteria
Applicants from any academic discipline will be considered.

Security Clearance
Interns must have a NZDF (CV) security clearance prior to application.

Application Process
• Applications are available by emailing request to reserves@nzdf.mil.nz
• Applications to be endorsed and sent to reserves@nzdf.mil.nz by applicant’s chain of command
• Applications to include:
  • Completed application form available (by email request to reserves@nzdf.mil.nz),
  • Covering letter, outlining why you would like to work at NZDF on a Reserve Internship,
  • CV – current, to include all academic, sporting and cultural achievements

Interviews will be held for short-listed applicants. The interview will be either by phone or in person.
Final day for applications: 04 August 2017
The annual RNZAF Sportsperson of the Year (SPOTY) awards were held in Wellington recently, where the change in format recognised better the talents of our personnel across all approved RNZAF sports codes. The awards additionally recognised outstanding sporting achievement and longstanding service to RNZAF sports in the RNZAF Sports Gold Badge award.

This year all RNZAF sports codes were given an opportunity to recognise and reward the exceptional achievements of sports code players and administrators. Codes recognised their player of the year, administrator of the year and U23 player of the year, along with all the usual SPOTY awards.

**RNZAF SPORTS CODE PLAYERS OF THE YEAR:**

<table>
<thead>
<tr>
<th>Sports Code</th>
<th>Code Officer</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALPINE SPORTS</td>
<td>FGOFF Mike Craies</td>
</tr>
<tr>
<td>BASKETBALL</td>
<td>LAC Kelly West</td>
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<tr>
<td>BOWLS</td>
<td>SGTA Kareem Al-Darra</td>
</tr>
<tr>
<td>CRICKET</td>
<td>FLTLT Simon Mathewson</td>
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<tr>
<td>FOOTBALL (W)</td>
<td>CPL Kirsten Pease</td>
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<tr>
<td>FOOTBALL (M)</td>
<td>F/S Dan Young</td>
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<tr>
<td>GOLF</td>
<td>F/S Mike Foster</td>
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<tr>
<td>GOLF</td>
<td>CPL William Harold</td>
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<tr>
<td>HOCKEY (M)</td>
<td>SGTA Kyle Leslie</td>
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<tr>
<td>HOCKEY (W)</td>
<td>F/S Sandi Cooper</td>
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<tr>
<td>LEAGUE</td>
<td>CPL John Moore</td>
</tr>
<tr>
<td>NETBALL (M)</td>
<td>CPL Jordan Lloyd</td>
</tr>
<tr>
<td>NETBALL (W)</td>
<td>CPL Tomina Apiti</td>
</tr>
<tr>
<td>RUGBY</td>
<td>CPL Ben Wyness</td>
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<tr>
<td>SHOOTING</td>
<td>SGTA Nicholas Ransfield</td>
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<td>SHOOTING</td>
<td>LAC Charlotte Flanagan</td>
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<td>SOFTBALL (W)</td>
<td>AC Alesha Ingham</td>
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<td>SOFTBALL (M)</td>
<td>CPL Greg Anderson</td>
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<tr>
<td>SQUASH</td>
<td>Mr Steve Harvey</td>
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<tr>
<td>VOLLEYBALL</td>
<td>CPL Deen Stewart</td>
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<tr>
<td>WATERPOLO</td>
<td>FLTLT Sam Bradley</td>
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**RNZAF SPORTS CODE ADMINISTRATORS OF THE YEAR:**

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<td>ALPINE SPORTS</td>
<td>CPL Thomas Goodman</td>
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<td>BASKETBALL</td>
<td>SGTA Nare Whittaker</td>
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<td>BOWLS</td>
<td>F/S Dean Johnstone</td>
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<td>CRICKET</td>
<td>F/S Kim Madsen</td>
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<td>FOOTBALL</td>
<td>Mr Dave Turner</td>
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<tr>
<td>FOOTBALL</td>
<td>W/O Bruce Kropp</td>
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<tr>
<td>GOLF</td>
<td>SQNLDR Dave Wray</td>
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<tr>
<td>HOCKEY</td>
<td>WGCDCR Steve Hancock</td>
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<td>HOCKEY</td>
<td>CPL Rachel Thomas</td>
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<tr>
<td>LEAGUE</td>
<td>SGTA James Furlong</td>
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<tr>
<td>NETBALL</td>
<td>Mrs Rachel Kingi</td>
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<tr>
<td>NETBALL</td>
<td>FLTLT Deborah Haines</td>
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<tr>
<td>TOUCH</td>
<td>FLTLT Deane Wilson</td>
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<tr>
<td>SHOOTING</td>
<td>SQNLDR Hayden Powell</td>
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<tr>
<td>SOFTBALL</td>
<td>WGCDCR Mark Waters</td>
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<tr>
<td>SQUASH</td>
<td>Miss Heather Plank</td>
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<tr>
<td>VOLLEYBALL</td>
<td>W/O Bruce Madeley</td>
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<tr>
<td>WATERPOLO</td>
<td>W/O Dave Dean</td>
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**RNZAF SPORTS CODE U23 PLAYERS OF THE YEAR:**

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</thead>
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<tr>
<td>FOOTBALL (M)</td>
<td>AC Jacob Boon</td>
</tr>
<tr>
<td>FOOTBALL (W)</td>
<td>LAC Chantelle Ramage</td>
</tr>
<tr>
<td>HOCKEY (M)</td>
<td>AC Sam Hay</td>
</tr>
<tr>
<td>HOCKEY (W)</td>
<td>AC Alesha Ingham</td>
</tr>
<tr>
<td>LEAGUE</td>
<td>LAC Cole Waaka</td>
</tr>
<tr>
<td>SHOOTING</td>
<td>AC William Snow</td>
</tr>
<tr>
<td>SHOOTING</td>
<td>LAC Charlotte Flanagan</td>
</tr>
<tr>
<td>SOFTBALL</td>
<td>AC Alesha Ingham</td>
</tr>
<tr>
<td>SQUASH</td>
<td>LAC Aaron Van Berkel</td>
</tr>
<tr>
<td>VOLLEYBALL</td>
<td>AC Monique MacPherson</td>
</tr>
</tbody>
</table>
These award winners were then narrowed down to winners for the RNZAF SPOTY awards. The winners were:

**RNZAF Sports Code of the Year:** RNZAF Netball
RNZAF Netball held the largest inter-base tournament of the year, with four women’s teams and five mixed teams participating. RNZAF Netball additionally hosted Inter-Services Netball, which included an ADF team. The RNZAF team also toured Australia, playing in the ADF Netball Carnival.

**RNZAF Sports Team of the Year:** RNZAF Golf
The RNZAF Golf team had a stellar year, with the team going into Inter-Services as underdogs. However, against the odds they won the 2016 Inter-Service competition. This victory was a direct result of teamwork and collective ability rather than individual performances, and prompted the tournament organiser to send the following comment to OIC NZDF Golf: “I feel that the Air Force team was of the highest quality and in the best traditions of any previous Service Champions I have come across. This year’s Air Force team is the best team unit I have ever seen at Inter-Services Golf since my first in 1996.” It was observed that the RNZAF Golf team were another step above in their approach towards this tournament and were an excellent example for any Service representative team in any sporting code on how to conduct themselves.

**RNZAF 141 Flight Trophy for Outstanding Sporting Achievement:** A/CPL Wairakau Greig
CPL Wai Greig represented the Cook Islands in international sevens rugby. The Cook Islands team competed at the Oceania sevens tournament and Olympic qualification tournaments. Unfortunately the team narrowly missed qualification for the Olympics.

**RNZAF Sports Administrator of the Year:** WgCdr Mark Waters
WgCdr Mark (Curly) Waters was OIC RNZAF and NZDF Golf for 2016. WgCdr Waters was responsible for the organisation and running of Inter-Services Softball, which included teams from the ADF and NZ Police. WgCdr Waters was additionally responsible for the organisation of the NZDF v ADF test matches played at the National Softball Stadium.

**RNZAF U23 Sports-Person of the Year:** LAC Cole Waaka
LAC Cole Waaka represented the Base Auckland, RNZAF and NZDF in touch and league. Cole was additionally selected into the Auckland Vulcan’s U21 league team. He was also captain of the winning Base Auckland touch team. He is a leader on and off the field, always willing to lead training sessions and assist with coaching.

**RNZAF Sports-Person of the Year:** F/S Mike Foster
F/S Mike (Fozzy) Foster captained the Base Auckland and RNZAF golf teams to victory in 2016. His leadership was instrumental in providing innovative strategies that enabled the RNZAF golf team to win Inter-Services against all odds. He was undefeated at Inter-Services completion and was named in the NZDF golf team.

**RNZAF Sports Gold Badge**
The RNZAF Sports Gold Badge is the ultimate recognition of consistent outstanding sporting achievement and longstanding service to RNZAF Sports. The 2016 recipients were:

- SQNLDR Dave Wray – for Services to RNZAF Golf
- F/S Dan Young – for Services to RNZAF Football
- F/S Derek Tidswell – for Services to RNZAF Cricket
- SGT Kyle Leslie – for Services to RNZAF Hockey
- CPL Tomina Apiti – for Services to Netball and Softball

A/CPL Wai Greig
Fight Night raises funds for the fallen

By Captain Ioane Washburn

Fallen Hero Fight Night attracted 22 NZDF boxers, who stepped into the ring to scrap it out in the name of our fallen.

The Linton Gymnasium was transformed into a boxing battleground, where each fighter channelled months of dedicated training into three two-minute rounds of intense engagement. Their commitment and courage provided a night of unparalleled entertainment for the Linton community, and an event to raise funds for a charity that is close to our hearts – the Fallen Heroes Trust.

Spectators flooded in on the night, and the atmosphere in the gym was thick with anticipation as the decisive beats were struck by the International Pacific University Japanese Drum Team. As excitement built in the crowd, and corporate tables filled, expectant fighters nervously went through their preparation.

Support from the NZDF was evident, with the attendance of 1 NZ Brigade Command team, COL Brett Wellington and WO1 James Dawson, RNZAF representatives SQNLDR Stu Pearce (OIC Ohakea Boxing), Warrant Officer Richie Pleasants (Command Warrant Officer Ohakea), and Command Warrant Officer JOHG Ngatasha Mana, and Warrant Officer of the Navy, WOCWS Wayne Dyke. The RNZN Person of the Year, POWTR Jo Stewart, and families of the fallen were also present, including SSGT Tina Grant, Ambassador of the Fallen Heroes Trust.

With three RNZAF fighters, four from the RNZN, two from the family of a fallen hero, and 13 from Army, it seemed the odds were in favour of Army. It was a night full of knock-downs and controversy. The fight of the night was between two incredibly tough women, Phoebe Van Der Plas (RNZAF) and Anastasia Wilson (Army). It was an epic bout that displayed guts, determination and perseverance. The bout went all three rounds and Anastasia Wilson won a split decision.

That the event sold out is indicative not only of the support our fighters received, but also of the continued love and support the NZDF family shows for the families of our fallen. Lest we forget.
# Results

## Gold Medals

<table>
<thead>
<tr>
<th>Women’s Light Welterweight:</th>
<th>Taiwai Kate Tamaki defeated Rachel Lee Grant by TKO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welterweight:</td>
<td>Ronald Benton defeated Jay Dunlop by split decision (29/28, 28/29, 29/28)</td>
</tr>
<tr>
<td>Cruiserweight:</td>
<td>Ian Grant defeated Chris Wilson by TKO</td>
</tr>
<tr>
<td>Middleweight:</td>
<td>Alan Holland defeated Robert Grant by unanimous points (30/27, 29/28, 29/28)</td>
</tr>
<tr>
<td>Light Heavyweight:</td>
<td>Ian Hall defeated Gregy Emphasis by unanimous points (29/28, 29/28, 29/28)</td>
</tr>
<tr>
<td>Women’s Super Welterweight:</td>
<td>Anastasia Wilson defeated Phoebe Van Der by split decision (29/28, 28/29, 29/28)</td>
</tr>
<tr>
<td>Cruiserweight:</td>
<td>William Huliena-Lemon defeated James by unanimous points (29/28, 30/27, 29/28)</td>
</tr>
<tr>
<td>Heavyweight:</td>
<td>Joshua Westerlund defeated Issac King by split decision (30/27, 28/29, 30/27)</td>
</tr>
<tr>
<td>Light Heavyweight:</td>
<td>Zane Beeson defeated Cheyene Kipa by unanimous points (30/27, 29/28, 30/27)</td>
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</tbody>
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The photo was taken during a search and rescue (SAR) exercise at Dip Flat. It was taken on a very cold morning as the aircraft was approaching to load passengers for a mock SAR tasking. Due to the cold weather and dew point at Dip Flat, the tips of the rotor blades were creating visible vortices as the low pressure air caused the water vapour to condense. This isn’t something we see too often and I was lucky to have my camera on me at the time.

Photographer
Acting Corporal Taylor Elley
RNZAF Volunteers Wanted

Airmen are being called to join other NZDF personnel in applying for the NZDF’s Aumangea resilience building course, which offers an opportunity for ALL defence personnel to harness their inner strengths.

The Aumangea programme is designed to challenge a volunteer both mentally and physically within a civilian and military environment. These environments are designed to provide volunteers the opportunity to develop confidence, their ability to succeed and to utilise tools taught while attending the programme.

The aim is to inculcate the spirit and belief in an individual so that they may WIN regardless of the environment.

Volunteers are exposed to the concepts of thinking smarter and understanding self-leadership while utilising selected leadership framework lessons. During the programme volunteers are required to be creative and improvise and are tested on their resilience in an austere environment.

It is expected that once volunteers have returned to their units they will provide at their level, within their sphere of influence a positive role model. The experiences you gain may just save your life or the life of your mates one day.

Eligibility: Open to Army, Navy and Air Force
Duration: 35 days
All Enquiries Contact: Aumangeaprogramme@nzdf.mil.nz
Personnel are to have or applied for through their unit security officer an NZDF security clearance

The Next Programme Starts on July 10 and Nominations Are Open Now

Physical Requirements: Personnel are required to be operationally fit (RFL or service equivalent, CFT, medically, dentally fit and injury free)