RNZAF IN THE MIDDLE EAST

EX TALISMAN SABER
NH90S IN WAR FIGHTING MODE

RAMSI – FINISHED BUT NOT FORGOTTEN
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New Zealand Government
My appointment as Minister of Defence was a proud moment for me. I have strong family links to Defence, forged in the first place by growing up at Whenuapai, while my father and uncles were in the Air Force, and in the second through taking up a job once held by my maternal grandfather, Air Commodore Frank Gill.

It was a happy coincidence for me that my first visit to an NZDF base as Minister took me back to Whenuapai, with its long and proud history of military aviation and where I still feel very much at home—especially at the pool!

It was also the first of the opportunities I have had so far to see for myself how much you do and achieve—your commitment to excellence in the Air Force, from your first days as recruits; the quality of your training and the effort you invest in ensuring your knowledge and skills are “cutting edge”; the care and attention paid to operating and looking after our aircraft and all the supporting kit and systems, and the ingenuity so often brought to solving problems and meeting challenges.

All these strands came together on my recent operational visit to the Middle East. I came away with a good understanding of how you are contributing in a variety of ways to Coalition operations. I am very impressed with the hard work and professionalism of our teams over there. For example, in one month our C-130 Hercules aircraft shifted some 120 tonnes of supplies and around 500 personnel in the area. Figures like these demonstrate that we are really making an important difference in the region, helping to maintain peace and stability.

As well as air transport, we are part of the US-led Combined Maritime Forces partnership engaged in counter-piracy, and operations against people and drug trafficking. These are crucial fights, and New Zealand, through your efforts in the P-3K2 Orion, is very much part of recent successes. Over a two-week period earlier this year we played a major role in the seizure of about $400 million worth of illegal drugs in three separate operations—again, making a real difference, given the harm caused by these substances when they reach the street.

Closer to home, there is a steady stream of Air Force search and rescue successes to be proud of, involving many personnel across several trades, who throw their all into efforts to return people to their families from a variety of difficult environments.

I could go on, as you well know. There are many other successes that could be mentioned. But I began this piece speaking of pride in my appointment as Minister of Defence, and I will end it on a similar note: meeting and engaging with you and the other Services on bases and camps, and on missions, gives me great pride in our whole Defence Force, whatever colour shirt you wear.

Thank you for everything you are doing.
The detachment patrols more than three million square miles of international waters around the Middle East to assist coalition nations.

Deployed flight engineer, Sergeant (SGT) Andrew August from No. 5 Squadron, works within the aircrew team that conducts maritime security operations.

“This involves conducting patrols for the Combined Maritime Force (CMF) in search of suspicious activity,” he said.

The CMF is a 31 nation naval partnership, which exists to promote security and prosperity across about 3.2 million square miles of international waters, which encompasses some of the world’s most important shipping lanes.

“We are tasked to patrol traditional routes for drug trafficking in the Middle East.”

The team has also been tasked to patrol for charcoal smugglers. Charcoal is a luxury item in the Middle East and charcoal from the Somalian acacia tree is a prized item. This is an important role as it helps to counter deforestation and place protections on the unique environment in the area.

As part of working for CMF the operation involves patrolling in support of anti-piracy. Although piracy is currently at a diminished level it is expected it will soon be on the rise.

“My job encompasses the operation and monitoring of the complex aircraft systems including engines, electrical systems, hydraulics, aircraft pressurisation, and fuel systems and reacting to airborne emergencies to mitigate the flight safety risk,” SGT August said.

“My typical day involves an extensive pre-flight that tests flight deck systems for serviceability and runway performance calculations to ensure the aircraft can take off on the runway available in the current atmospheric conditions. From here my role is to start engines, monitor all systems throughout the flight and shut down the engines at the end of the flight.”

Operations in the Middle East pose numerous challenges to the way the team operates the Orion, he said.
“Temperatures regularly exceed 50C, which makes for a fairly hot aircraft when operating at low levels. The heat has a significant effect on aircraft performance and the performance of the back end electronic equipment can be degraded when working within this extreme heat.

“Although there are plenty of challenges operating in this environment it is a rewarding environment to work in. The crew is tight-knit and there is plenty of friendly banter thrown around to keep everyone on top of their game.”

New Zealand-based Commanding Officer No 230 Squadron, Wing Commander (WGCDR) Rachel James said members of her unit are responsible for the set up and maintenance of the communications and information systems (CIS) used by the P-3K2 Orion, as well as the provision of specialist intelligence support.

“Half of the team are on the ground monitoring the networks – both data and voice – which enable the aircraft to ‘talk’ to the staff within the Tactical Operation Centre (TOC). They also monitor the aircraft in-flight – so any transmission that leaves the aircraft comes directly to the CIS team who then pass it through to the Operations Officer (OPSO) and other mission support personnel working in the TOC.”

The other half of WGCDR James’ team work on providing pre, during and post mission support to the aircrew. The information gathered on the mission is then turned into usable products for the CMF Headquarters.

“It’s a challenging environment to work in, as the climate is pretty intense, but the team are producing some excellent results and contributing to the success of the wider mission which is very satisfying.”
RNZAF Join War-Fighting Exercise in Australia

By Rebecca Quilliam
Photo: LAC Dan May

More than 700 New Zealand Defence Force (NZDF) personnel, two NH90 helicopters, a C-130 Hercules, a Combined Arms Task Group and HMNZS Canterbury have taken to the sea, air and land as part of an international war-fighting exercise in Australia. More than 30,000 military personnel took part in Talisman Saber, a bilateral and biennial Australian-hosted and United States-supported combined exercise that focuses on planning and fighting wars.

"This is the second time the NZDF has been invited to participate in this exercise," Commander Joint Forces, Major General Tim Gall, said. "It allows our Navy, Army and Air Force the opportunity to work alongside our allies and partners, focusing on our interoperability on the land, sea and in the air and testing real-world, multinational scenarios."

Taking place in 20 locations around Australia, the exercise provided an essential training opportunity for the NZDF, Major General Gall said.

Squadron Leader Tim Costley, the Detachment Commander for No. 3 Squadron’s NH90s on exercise, said the event was a great opportunity to get back to practising the squadron’s “bread and butter” activities.

“This is what we did in Timor, in the Solomons and in Bougainville. This is our chance to get back to our primary role - the bread and butter - and remind ourselves that we are fundamentally a battlefield support unit," he said.

“Coupled with that is working alongside the Australians and the Americans again. We’re working together as one battle group. We have always deployed as Anzac Aviation and this is us preparing to do it for real in the NH90. This is us getting back to the core role of what we should be doing.”

The squadron was flying alongside international helicopters including MRH90s, CH-47 Chinooks, ARH Tigers, UH-60 Black Hawks, and AH-64 Apaches – but the unit was punching above its weight with the work it was being asked to undertake.

“We’re about 7 per cent of the rotary-wing force, in numbers, but we make up a quarter of the lift force on most flights,” SQNLDR Costley said. "The maintenance team has done a great job keeping the aircraft serviceable in the field and under difficult environmental conditions."

Their main role in the exercise was dropping troops behind enemy lines.

"On one mission, we had three Chinooks, three Black Hawks and two of us, escorted by two Apaches, an F18 over the top and an unmanned aerial vehicle (UAV). It’s really cool flying with all those guys and most of our team haven’t seen those aircraft before, so that’s really interesting."

Aircraftman (AC) Callum Harvey was in the communications team on the exercise, setting up communications gear for the personnel on the ground, as well as on the aircraft.

They were based at Williamson Airfield near Rockhampton in Queensland and the dry environment posed unique challenges – with the number one enemy being the dust, he said.
“It got everywhere, especially with all the helicopters flying all over the place. But as far as setting up the technology, it was really good putting our training into practice and getting comms up for everyone.”

While the exercise had provided challenges, it was a great learning opportunity, AC Harvey said.

Sergeant (SGT) Ed Garvey, a helicopter loadmaster with the squadron, said the exercise was “hugely beneficial” for the unit from logistics, maintenance and flying perspectives and helped them to solidify and refine their air mobile and non-peace time operations tactics, training and procedures.

“The training is realistic and involves things we aren’t used to seeing in New Zealand, from mass air drops of paratroopers to large-scale contacts and firefights, while trying to deliver an effect for the ground force commanders.

“This is the largest multinational exercise I have been involved with, and I believe all the personnel here are gaining a great deal, both in experience and from being involved. As would be expected, the battlespace is ever changing, which requires short-notice planning and flexibility – something I think No. 3 Squadron excels at.”

But while the exercise left unforgettable aviation memories, SGT Garvey was left with a most Australian of tales to tell.

“The best thing I’ve ever seen was three kangaroos chasing a United States airman through the bush – by far the funniest thing yet.”

This is the seventh iteration of the Talisman Saber series of exercises.

Major General Gall said being invited to participate in this exercise showed that New Zealand had a place at the table when it came to providing war-fighting expertise and support in an international environment.

“While ours is a small defence force, we are still relied upon as a trusted regional partner. Our military relationship with our Australian counterparts started more than 100 years ago and the Anzac spirit is still strong between us. These exercises also allow us to create ongoing working relationships with other participating nations.

“For many of those taking part in Talisman Saber this will be their first taste of war-fighting training in a truly international environment. These training scenarios help ensure our people develop the critical skills and international relationships they will need throughout their careers with the NZDF.”
### Ex Talisman Saber

#### By the Numbers

<table>
<thead>
<tr>
<th>Locations in Australia</th>
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<tbody>
<tr>
<td>NZDF and international personnel involved</td>
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<tr>
<td>NZDF contribution: More than</td>
<td></td>
</tr>
<tr>
<td>military personnel</td>
<td>700</td>
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<td>C-130 Hercules</td>
<td>01</td>
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<td>NH90 Helicopters</td>
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<tr>
<td>Light Operational Vehicles</td>
<td>28</td>
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<tr>
<td>Army High Mobility Engineers Excavator</td>
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NH90 personnel make up 7% of rotary force, but do 25% of the lifts.

US Marines disembark our C-130H Hercules aircraft at Williamson Airfield. Photo credit: © Commonwealth of Australia, Department of Defence.
Ensuring the New Zealand Defence Force can deliver this kind of capability in the future is front-of-mind for the integrated project team (IPT) responsible for the Future Air Mobility Capability project. Their work will result in recommendations for replacing the fleet of five C-130s and the two Boeing combi aircraft that comprise national capability for deploying, sustaining and recovering personnel, equipment and cargo.

The 2016 Defence Capability Plan noted that this key Defence White Paper project would consider how to deliver tactical and strategic airlift capability within the South Pacific, to Antarctica, and in support of coalition operations further afield.

“Like-for-like capability is expected at a minimum,” says IPT leader Andrew Rooney before clarifying that the job of the team of 11 Ministry of Defence and New Zealand Defence Force staff is not to make recommendations on actual aircraft at this stage, but to identify suitable options.

Approval in mid-July by Cabinet of an indicative business case means the team is investigating in detail several options for delivery.

“These include like-for-like capability from a single fleet, and like-for-like from two fleets,” says Mr Rooney.

“We’ll also consider functionality that may add to current capability level.”

Operating within the Better Business Model led by Treasury means the team is taking into account all forms of procurement, including ownership, charter and lease in the build up to preparing the Detailed Business Case, which is likely to be sent to Cabinet in early 2018.

“It’s very early in the project. We’re talking to stakeholders, generating the requirements, taking targeted questions from industry, working towards a request for tender.”

IPT member and subject matter expert in logistics Squadron Leader (SQNLDR) Chris Pearn said at this stage they were not constrained by current support models. “So we’ve investigated other military operators around how they support their air mobility capability.”

Internal engagement is ongoing, with SQNLDR Pearn heading out on a monthly basis, as part of capturing requirements and keeping up-to-date with the current state of the fleet.

By Shelly Fry

The RNZAF’s C-130 Hercules that flew into Fiji in February 2016 was a welcome sight. That flight, the first of many bringing food and other supplies, landed just two days after Cyclone Winston tore through the islands on 20 February, killing 44 people and leaving a damage bill counted in the billions. A B757-200 also touched down, bringing Urban Search and Rescue teams, medical aid and personnel, along with NZ Army engineers as part of relief and recovery efforts to help our Pacific neighbour.

Future Air Assets to Continue Core Business
Under the capability management framework all major projects work within, direct engagement with key stakeholders is a matter of good practice. For this team it’s included monthly tele-conferences and extensive engagement with other government agencies that could call on the New Zealand Defence Force for help and support in future.

Project challenges are expected and faced pragmatically. “We are trying to get replacement aircraft by the early 2020s. Meeting that target requires starting now as the solution will be based on sound logic and the very best information.”

“Part of our journey has been adapting to the new IPT construct that came into effect on March 1. The Ministry and NZDF are working together closely and, although it’s been a completely new way of doing business, it’s working well.”

A Republic of Singapore Air Force flying training exercise hosted by the RNZAF will take place at Base Ohakea from the end of this month until September 25, Defence Minister Mark Mitchell said.

The deployment will include six F-16D+ fighter jets, about 110 personnel and associated support equipment, he said. The contingent will be based at Ohakea but will carry out training missions throughout New Zealand, including day and night flying, using New Zealand air weapons ranges, and conducting other training at both high and low altitude.

“Singapore is one of our closest Defence partners. All three Services of the New Zealand Defence Force regularly train and exercise with their Singaporean counterparts, and it will be a pleasure to welcome this group to New Zealand,” Mr Mitchell said.

“Our two countries have an active agreement to explore opportunities for further military co-operation and training and this exercise aligns perfectly with that.”

Singapore has also asked the New Zealand Government to consider accommodating F-15SG fighter jet training at Ohakea long-term.

“At the moment both countries are carrying out a range of studies to enable everyone to make an informed decision on a possible proposal. But we have similar values and it could be a good fit,” Mr Mitchell said.

“This exercise is timely, in that it will provide valuable data for the process and how basing F15s at Ohakea might work for our Air Force.

“The Government is committed to following a good process and is firmly committed to work closely on this with local communities through their mayors and councils. That engagement has already begun.

“There is a lot of work to be done before the possibility could come to fruition and I look forward to a productive partnership with local government in that work,” he said.
A career in the RNZAF has delivered the challenges and opportunities that WGCDR Young had hoped for when he joined 27 years ago.

“I’ve had a varied career and since I was commissioned this has opened more doors and opportunities for me,” he said.

“That’s why I signed on in the first place and this career has delivered a breadth of experience in different jobs and locations. This was fundamental to gaining experience and growth in these roles and to now being appointed Commanding Officer of No. 5 Squadron.”

WGCDR Young joined as an aircraft technician, completed a mechanics course in 1991 and was posted to Base Auckland, at No. 40 Squadron, followed by the Maintenance Support Squadron. 

Over the next two decades he worked his way up the ranks and was awarded an Air Engineer brevet in 1997, becoming Air Engineer Leader of No. 5 Squadron in 2001, and deployed on Operation Enduring Freedom in 2003 in the Middle East.

In 2006, WGCDR Young was posted back to No. 5 Squadron to undergo Orion Air Engineer Reconversion training, before taking on the role of Training Flight Commander and being promoted to Squadron Leader.

“About that time I began to actively pursue a path that put me in a competitive position for a commanding officer role,” he said.

Later he was posted to Air Staff and took the position of Assistant Director of Career Management for Aircrew personnel, and was promoted to Wing Commander and Director of Career Management for the Air Force.

“From working in career management for air staff I gained an understanding of what is required at high levels of the organisation,” he said.

In 2015 WGCDR Young was made Detachment Commander for a maritime surveillance operation in the Middle East and afterwards he was posted to Headquarters Joint Forces New Zealand as Joint Air Operations Centre Director.

“One of the highlights for me was taking part in the detachment of P-3 Orions to the Middle East,” he said. “Nothing beats the operational deployments and going overseas to do what you have been trained to do.”

His first priority in his new role is to support the Middle East maritime operation. “We have a number of other projects on the go, supporting modifications and upgrades to our aircraft such as an UWISR (Underwater Intelligence, Surveillance and Reconnaissance) project, supporting modifications and upgrades to our aircraft as part of the regeneration of capability which includes participating in Exercise RIMPAC out of Hawaii next year.

WGCDR Young will also ensure the squadron is strategically placed to be ready for the replacement of the P-3. “It’s not lost on me the significant trust that Chief of Air Force has placed in me to be a CO, and I’m looking forward to the opportunity to steer the squadron in the right direction to achieve our objectives.

“It’s a unique opportunity and it certainly makes me want to get out of bed in the morning. Ultimately it’s not about me – it’s about the 160 people in the squadron.”
The new commander at RNZAF Base Auckland is looking forward to continuing to ensure the successful conduct of air operations with an eye on the major infrastructure and air capability changes ahead at the base.

GPCAPT Hunt replaced the outgoing Base Commander, GPCAPT Tim Walshe, in a change-of-command ceremony at Whenuapai late last month.

“It’s going to be an interesting time for the base over the next five to 10 years, with the building infrastructure changes, such as a new gym and new barrack block - the sort of major changes we have seen with the recent opening of the new Aviation Medicine Unit building,” he said.

“Looking at all our air capability over the next 10 years, we will see the Future Air Mobility Capability and the Future Air Surveillance Capability take shape. With these infrastructure and capability changes, the challenge is that while doing those projects, there’s the business as usual work to be done on base and air operations to be completed safely and effectively.”

GPCAPT Hunt has just returned from a deployment as the Senior National Officer for the P-3K2 Detachment conducting Maritime Security Operations in the Middle East.

Joining the RNZAF as a Navigator in 1995 he completed his training at the Royal Australian Air Force School of Air Navigation and was posted to No. 42 Squadron. There he completed 18 months on the Andover aircraft, saw it retired from service, and then posted to No. 5 Squadron to convert to the P-3K.

He completed an exchange tour with the Royal Air Force, flying on the Nimrod Maritime Reconnaissance aircraft, and returned to No. 5 Squadron where he was an instructor and a A-Category Tactical Coordinator where he completed the Orion Captaincy course.

In between flying stints GPCAPT Hunt completed a number of operational tours including East Timor and a number of Middle East deployments. He has also spent time as a Staff Officer at Headquarters Joint Forces New Zealand, as the Executive Officer to the Air Component Commander and at No. 485 Wing.

Last month he completed his last tour at No. 5 Squadron, stepping down as the CO and handing the reins over to WGCDR Aaron Young.

“Moving up to Base Commander is something I’m looking forward to because this position gives the base a sense of focus and unity, as well as providing the direction to make sure we are all working towards the same goal. It’s good to have one person who can influence and communicate that,” he says.

“I’m also looking forward to seeing more of the base. Despite spending 15 years working on Base Auckland, there are some areas that I didn’t get to see in my day to day job. It will be good to get out and talk to people in units, engage with them and communicate how we are working to the 2020 strategic vision as a Base.”
The Solomon Islands had had years of upheaval before RAMSI was established. The mission was preceded by other peace agreements designed to end two years of fighting between militia groups, Isatabu Freedom Movement, which represented indigenous Guadalcanal people, and Malaitan Eagle Force, comprising settlers from neighbouring Malaita.

The tension between the two factions had been simmering for several decades, but fighting began in earnest in the late 1990s, when Guadalcanal people, irked by their perception that Malaitans in Guadalcanal had the best land and jobs, ran thousands of Malaitan settlers off the island. Malaitans responded by forming the Malaitan Eagle Force, and the shootings and mayhem began.

RAMSI’s military contingent comprised military personnel from Australia, New Zealand, Papua New Guinea, and Tonga and supported RAMSI by acting as a deterrent to destabilising events and providing support to the Participating Police Force (PPF) and the Royal Solomon Islands Police Force (RSIPF).

New Zealand contributed to RAMSI from its inception in 2003 until 2013. NZDF personnel deployed to the Solomons for four-month rotations and worked alongside their South Pacific partners.

Patrols were conducted in Honiara in conjunction with the PPF and the RSIPF. The military also visited every province in the islands and conducted patrols there, making contact with as many people as possible. The NZDF’s contribution evolved continuously because of the changing security situation. Initially a Company of about 120 personnel, support staff, an Engineer Section and four RNZAF UH-1H Iroquois helicopters were deployed to support the Australian Defence Force-led Combined Task Force.

The Regional Assistance Mission to Solomon Islands (RAMSI) was established to work with the people and the government of Solomon Islands to build a secure, well-governed and prosperous nation following five years of internal conflict and security challenges. After 14 years, the operation has been wrapped up.
In August 2004, as the political and security situation stabilised, the NZDF commitment was reduced to a headquarters element of eight personnel and an infantry platoon of about 35 soldiers.

However, because of renewed civil disturbance in the islands in early 2006, the NZDF increased its contribution to RAMSI to one Company Group of 125 personnel.

In July 2010 the NZDF also deployed an "Election Force" – a platoon of about 35 Regular Force soldiers from the Army’s High Readiness Company – to the Solomons for three months to boost security during the country’s general elections.

When security improved the Combined Task Force was withdrawn from mid-2013. This left the responsibility for the maintenance of security and law and order to the Royal Solomon Islands Police Force and the Participating Police Force.

Since then RAMSI has been solely a policing mission, working with the Royal Solomon Islands Police Force to develop it as a modern, effective and self-reliant police force.
Group Captain (GPCAPT) Shaun Sexton was the Detachment Commander in the final months of the Iroquois involvement in RAMSI, in 2004.

It was pretty good by then. A lot of the instability had started to reduce and various factions had been brought into line – they were talking and amnesties on weapons had occurred.

The final days were spent helping RAMSI soldiers to capture the few remaining militants, who were hiding in outlying villages, as well as night-time search and rescue missions.

During that time, then Squadron Leader (SQNLDR) Sexton was called on to help rescue an Australian Navy sailor who had seriously injured himself while visiting a small island group near Guadalcanal. The man had broken numerous bones after falling into a deep cave system just off a walking track. Medics had been able to recover him, but getting him into the helicopter was a challenge.

Conditions were treacherous - it was dark, raining and the cloud base was low when SQNLDR Sexton flew to the area. It took quite a few attempts to even get to the site.

“It was quite a high winch – a couple of hundred feet above the ground. We were at the full height with the winch.”

But the rescue was a success and the sailor was flown to safety.

The reaction to the NZDF by the Solomon locals was “largely positive”, GPCAPT Sexton said.

“You certainly saw the improvement with the normalcy of life in Honiara.”

The other significant aspect to RAMSI was that it brought other Pacific Island nations into the mission, making it a real multi-Pacific island effort, he said.

“RAMSI got a number of accolades for its approach to post-conflict reconstruction because of using a blended civilian, police, military force. So that was pretty cool.

“When No. 3 Squadron left there were a number of parades and recognition in the change of status for RAMSI. When the NZDF moved to a regular platoon only it was appropriate because the nature of the mission had changed quite significantly – it didn’t need that military helicopter involvement – a civilian helicopter was more than adequate to provide the coverage.”
As one of the armistice monitors with United Nations Command on the Korean Peninsula, the RNZAF officer helps monitor the transportation corridor in the southern fence line of the 250 kilometre-long demilitarised zone (DMZ) separating South and North Korea.

“Our team monitors the western crossing point into North Korea,” said FLTLT Bexley, who is the Assistant Corridor Control Officer in the United Nations Command Military Armistice Commission Secretariat (UNCMAC-S).

“We also inspect guard posts and observation posts in the DMZ’s southern partition to ensure the South Korean troops comply with limits on weapons and defensive measures and understand the rules of engagement.”

The US-led UNCMAC Secretariat monitors and supervises the 1953 Armistice Agreement that suspended hostilities between North Korea and United Nations forces defending South Korea. New Zealand and a number of other countries support the Armistice Agreement through the deployment of personnel.

The NZDF has a long history of involvement in South Korea since the outbreak of war in 1950 and has contributed to the UNCMAC-S since 2003. It currently has five members monitoring the armistice and performing operational, education, liaison and corridor control functions for the UNCMAC-S.

FLTLT Bexley, who works as part of a team led by a Danish Army major, said their emphasis was on avoiding breaches and preventing issues from escalating.

“The atmosphere in the DMZ is tense,” he said. “For the South Korean troops stationed here the threat from North Korea is real and immediate.

“The threat comes not just from the missiles but also the artillery along the border and, more recently, the large unmanned aerial vehicles.”

With the concertina wire, high fences, floodlights, cameras and several hundred thousand soldiers on each side of the demarcation line that splits South and North Korea, working in the DMZ was a reminder that South and North Korea remained technically at war, he said.

“Working alongside dedicated and professional military personnel and contributing to peace on the peninsula has been very satisfying.”

FLTLT Bexley has with him a family bible that his grandfather and great grandfather took with them while serving during the two world wars.

“My grandfather gave it to me after I completed basic training 16 years ago and I’ve taken it with me on all my major deployments,” he said.

“Although the operations I have been on cannot be compared to what they fought through, I brought it as a talisman of sorts to keep me safe.”

Born and raised in Hobsonville in West Auckland, FLTLT Bexley joined the Royal New Zealand Navy in 2001, after completing a bachelor’s degree in information systems at Massey University.

He was commissioned as a Sub-Lieutenant in 2007 and shifted to the Royal New Zealand Air Force in 2012.
Bersama Shield is an annual exercise designed as an opportunity for Commonwealth nations of southern Asia and the South Pacific to affirm multinational relations, while conducting military scenarios to enhance interaction and regional security.

This exercise, and its sister exercise Bersama Lima, are part of the Five Power Defence Arrangements (FPDA) between the United Kingdom and the previously British-governed colonies of Malaysia and Singapore, along with Australia and New Zealand. The annual exercises are vital to the stability of the South-East Asia maritime domain, and No. 5 Squadron and the Royal New Zealand Navy were privileged to be part of the action.

To make the best use of our time en route to Malaysia, the No. 5 Squadron deployment to Bersama Shield 2017 (BS17) occurred in two stages. Stage one was patrolling in support of the Pacific Islands Forum Fisheries Agency (FFA) targeting illegal fishing activity, with stops in Papua New Guinea and the beautiful island nation of Palau along the way. Stage two involved conducting a patrol in support of our allies, and included a stopover in Japan.

The work rate was high and despite the intensity of the task, the resulting job satisfaction was undeniable. One highlight of the day was discovering the crew of one ship conducting some talented “bombing” into the water.

On arrival in Malaysia we were welcomed with open arms by our maintenance team. They are always very appreciative when we return the “old girl” with a minimum of work for them to do. They had not only set up the makeshift base for the exercise, but had been out that morning making a good impression on our hosts at the Anzac Day commemorations.

After some much-needed acclimatisation, the exercise proper began. The NZDF contributed three platforms to BS17: HMNZS Te Kaha and Endeavour, along with our P-3K2, as well as extra personnel to assist at the exercise headquarters. This is also an important role, and the experience gained is invaluable in other exercises and operational theatres around the globe.
As for the air crew, we were refreshed, locked and loaded. After the high-tempo scenarios on the way up, the crew integration was on the brink of being a work of art. At No. 5 SQN, we place a high importance on good team work because of its vital role in working as efficiently as possible while ripping up the skies at 300 knots.

On one particularly memorable flight for the exercise we were tasked to join the friendly ships and help them to defend the “high-value unit”. We arrived for our crew brief and in no time were taxiing to the runway. However, before take-off, a water monitor – a large lizard well known in the area – decided a runway crossing in front of a large propeller-driven aircraft would be a good idea. Once we had observed his right to freedom of navigation and he was safely in a grassy area, we were off.

Once established in the “war-zone” the friendly ship we were helping tasked us with “anti-submarine warfare”. This meant we were to go ahead of the force and listen under water with sonobouys to locate the submarine while it tried to sneak towards the surface fleet. We made life as difficult as possible for the submarine for seven hours, before passing on co-ordinates to fast jets so they could attack its position. The information we gained from the sonobouys helped us and the surface ships to successfully protect the “high-value unit”. Having achieved all our goals, we landed after 11 hours flying, then faced another battle to get back to our accommodation to finish a 17-hour duty day. Flights of that nature always result in the greatest job satisfaction, despite being exhausted at the end of the day.

Overall, the entire detachment was a success. Along with our aim of international co-ordination, we strived for quality crew training and we got it. All elements were achieved, and we arrived back to New Zealand safely with three newly qualified crew members. A great culmination of effort on all fronts, from the maintenance team, the crew, and all the way through to the weeks of preparation required just to get the NZDF there. Many thanks and well done to all.
Performance-based Navigation (PBN) has replaced the inefficient and soon-to-be outdated and expensive ground-based navigation system previously used by the Texans. The former model meant pilots would need to fly between beacons to navigate along a flight path, which might not necessarily be the most direct route.

The PBN, however, uses a Global Positioning System (GPS) that can plan the most efficient route between the origin and the destination.

“We can now fly the Texan all around the country, including to remote places like Queenstown and Wanaka that have less-conventional approaches,” Flight Lieutenant (FLTLT) Dan Pezaro said.

The Texans are able to use the technology because FLTLT Pezaro developed the PBN procedures and training systems for the Texans. The work was robustly tested and approved for use by the Airworthiness Authority at first reading.

His work resulted in a Chief of Air Force Commendation, which noted the approval was “testament to the quality of the supporting documentation and procedures developed almost solely by FLTLT Pezaro”.

“Modern airliners use PBN, but we had to develop our own rules, procedures and training to enable us to use it,” he said.

Since then, the Texans have been able to expand the roles they perform.

“When you’ve got a GPS constellation that effectively doesn’t need any upkeep from our perspective, then it’s very simple to maintain and create procedures into places like Queenstown and Wanaka that don’t have other aids,” FLTLT Pezaro said.

It’s becoming pretty widespread – it’s part of obviously modernising the way the Air Force does business and it is great that we can teach the students how to use it.”
3D Printer Saves Time, Money

By Rebecca Quilliam

Ohakea avionic technicians have been working with the latest technology to create aircraft components from a 3D printer – saving significant time and cost for the RNZAF.

Leading Aircraftman (LAC) TJ Silvester is one of the technicians using the tool to repair or create components. Being able to do the work “in-house” saves time and money for the team.

“Using the 3D printer can be a fantastic tool, particularly in some cases where parts may be obsolete or scarce” he said.

“We are able to access the material data for the plastic we are using. This informs an engineering officer how much stress, strain, weight and temperature it can withstand. We are able to design and create parts and incorporate these into repair schemes with the approval of an engineer.”

This technology is currently being used by the avionics team to manufacture some components for aircraft use as well as test equipment and prototyping.

In order to create a piece using the printer, LAC Silvester uses 3D modelling and computer-aided design software (CAD).

“I build a dimensionally accurate 3D model of a component using CAD software. I then use the 3D CAD file to print a prototype,” he said.

The working plate is heated up to temperature before being brought up to the extruder, which draws the first layer on the plate. The molten plastic cools and hardens immediately. As each layer is ‘printed’ the plate drops down to start the next layer topographically, gradually building the part out of plastic.

This produces a prototype that can be measured and then adjustments are made to the CAD file.

“Once we are satisfied with the prototype we can submit it for engineering approval,” LAC Silvester said.

“The 3D printer is definitely a tool that we can use and incorporate in the future. 3D printing may have its limitations, but this technology and its use are continually improving.”
You’ve got 12 months to make the most of a once-in-a-lifetime opportunity. That’s what lies ahead for Flight Lieutenant (FLTLT) Nash Alur, the newest aide-de-camp for Governor-General Dame Patsy Reddy.

In June FLTLT Alur, from Mt Roskill, started at Government House, alongside the Governor-General’s other aide-de-camp, Navy Lieutenant (LT) Keri Hayden, and replacing Navy Lieutenant Holly Swallow.

There are always two live-in aides-de-camp to the Governor-General, one “in waiting”, primarily on duty, and one “out of waiting”, who can defer to the primary aide-de-camp while catching up on other duties and planning longer-term events. The pair swap these roles each week. Aides-de-camp meet Dame Patsy daily to discuss her programme and attend events at Government House or elsewhere. They have to liaise with event managers, organise gifts for events, and arrange travel. They organise Dame Patsy’s appointments and schedule, keep up with correspondence and ensure speeches are written.

FLTLT Alur comes from an engineering background, having returned from university in Australia to join the Royal New Zealand Air Force. He was commissioned in 2013 and had moved up to a senior avionics position at Ohakea when the aide-de-camp job came up. “It was the opportunity of a lifetime. I knew a person who had done it. Since joining the Air Force I had wanted to explore the wider military, so I thought, ‘Why not give it a go.’”

Speaking to Air Force News on day five of his role, he says it’s been “a world apart from anything I have ever done before – a whole different lifestyle. I expect I will be a different person by the time I have finished.” He is interested in seeing different styles of leadership and management, and Dame Patsy is a role model. “She’s held such amazing roles. She’s lovely. A bit scary. I wondered, ‘What do I say, how do I behave?’ But she’s done her absolute best to put me at ease.”

He says he is already picking up new skills. “Planning, organisation, leadership, making decisions on the spot – you do that in officer training, but I could be the only one there with the Governor-General and I have to make a decision to meet her interests.” Some of his colleagues are curious about the role. “A couple have said, ‘Depending on how you find it, I might apply. You’re getting New Zealand Government and constitutional experience, something you wouldn’t get in any other role.’”

LT Swallow says international travel is a definite highlight. “It’s VIP treatment, which is always fun.” Another highlight has been working closely with “such a lovely person” and meeting amazing people in the community. “It’s simple things – someone getting invested for service to their community, and with each person she remembers who they are. It’s really cool meeting people who put their heart and soul into a community.”

The job comes first, she says. The Governor-General is the most important person in New Zealand. “At the end of the day, you are in the military, you are serving the Commander-in-Chief, and she comes first. But it helps that there’re two aides-de-camp so you can share the load.”
Logistics

Logistics is the deliberate organisation of equipment, its maintenance and the associated resupply of spares and consumables. Without an adequate logistics system no air force can prepare for war or undertake any but the shortest of campaigns.

Air Power in Action
The latest Initial Officer Training Course has produced some promising new leaders in a variety of trades. *Air Force News* has a chat with some of those who marched out at Base Woodbourne recently, to find out what their plans are for the future.

**Flying Officer Nina White – Lawyer**

Being a lawyer in the Air Force was different to civilian law in that it was “contributing to a bigger thing”, FGOFF White said.

“That was the big motivating factor. I’m interested in international conflict law and military experience is massively beneficial for that. It is really highly regarded and I like the lifestyle.”

Lawyers, by virtue of their role, would always be the helpers, she said.

Did she have any advice for someone thinking of joining the Air Force?

“Do your research. It is a massive organisation and there is so much you can do – you can make it suit you.”

**Pilot Officer Jena Scott – Engineer**

“I liked the idea of joining the military, but I also wanted to get a degree, and the Air Force was a great way to go and do some tertiary study, then join up and use that training in a useful way,” PLTOFF Scott said.

The engineer said she was expecting it to be a “challenging and varied role”, where no two days would be the same.

“I expect to be constantly learning, and I don’t think it will be a job that I could get bored in. It has been really cool to be pushed outside my comfort zone, challenging myself and finding that I have been learning so much.”

Her advice for anyone wanting to join the Air Force is don’t be afraid to give it a go.

“I think one thing is not being too hesitant to join. Yes, it is a big commitment, but it is really rewarding in the skills you get, the people you meet, and the experiences you have.”
Flying Officer Toni Gordon – Psychologist

Working for the Defence Force was the type of environment FGOFF Gordon had always wanted to work in. My interest has always been in sports psychology, but this is still a very niche area of psychology in New Zealand and I was unsure how I was going to use my experience. Then I spoke with someone who was looking at joining the NZDF as a psychologist and discovered that the military applies sport psychology techniques to enhance performance. It was then that everything clicked with me, it was like a lightbulb went off in my head and I thought that sounds like the exact environment I want to be in,” she said.

The most exciting part for her coming into the RNZAF is the diversity within the organisation. “I think people are appreciating the psychological impacts of war and conflict so much more that psychology is on the way up, and people value that it is integral in the military. And people are valuing the work that psychologists do more and more.

“It is all about people’s wellbeing and their learning environment. If you create a good environment you are going to be able to get the best out of people, and that is what I am all about.”

Officer Cadet Hayley Vincent – Pilot

From a young age OCDT Vincent, 19, knew she wanted to be a pilot in the RNZAF and this month she starts her pilot’s course. “It has been such a long time that I’ve been working towards wings course – it has always been something far off in the distance. I have heard so much about it and it is now really close. I can’t wait,” she said.

OCDT Vincent, along with one other female OCDT, will be the first women new pilots to learn in the new T-6C Texan aircraft, which is used now to teach all RNZAF pilots during their training course.

“The Texan is an amazing aircraft. It will be very interesting to learn to fly on this new platform.”

The best things so far about joining the Air Force were the people and friendships, she said. “It is exactly what I thought it would be – the friendships and camaraderie and the really close bonds that you have with everyone. You become really close to the people you work with.”
Two of our pilot officers have graduated from a gruelling air warfare course at a Royal Australian Air Force Base. And not only did they pass, they picked up some pretty impressive awards along the way.

Pilot Officers (PLTOFF) Tyler Ngapo and Kristy Barker graduated from No. 35 Air Combat Officer Course Base East Sale, bringing to an end 40 weeks of intensive training. In addition to being awarded their Air Warfare Officer Brevets, each was presented with course awards.

PLTOFF Ngapo was awarded the BAE Systems – Highest Academic Assessment Award for achieving the highest overall mark in ground school. The school covers lectures on theory in more than 20 principal subject areas, with practical exercises and formal exams. He was also presented with the Hawker Pacific Air Combat Officer Trophy, Dux of the ACO Course, for achieving the highest weighted mark for air and ground training and the RNZAF Astrolabe Trophy for the highest result by an RNZAF student.

PLTOFF Barker was awarded the Wellington Shire Leadership Trophy, which is awarded to the student who displays the best leadership qualities throughout the course.

PLTOFF Ngapo and PLTOFF Barker have both been posted to No. 5 Squadron, where they will undertake conversion on to the P-3 Orion.

The graduation parade was reviewed by Air Vice-Marshal Kym Osley. Representing the RNZAF at the parade were Group Captain Nick Olney, Wing Commander Chris Andrew and Wing Commander Steve Hancock, Air Advisor, Canberra.

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**Red Checkers 50 Years Celebration**

A formal Dining In to celebrate 50 years since the formation of the Central Flying School Red Checkers Aerobatic Team.

**Details:**

- **What:** Central Flying School Red Checkers Aerobatic Team 50th Anniversary Dining In
- **Where:** RNZAF Museum, Wigram
- **When:** Saturday, November 25, 2017
- **Who:** Invite open to all previous team members
- **Contact:** rnzafredcheckers@gmail.com
S & S Technician on National Kapa Haka Stage

One full campaign, an additional nine months of training, consisting of weekly practices, a vast number of weekend noho marae, many fundraising performances, tears, frustration, cough lollies, hot lemon drinks, and repetitive choreography and singing. Also, in this case, a swollen nose and black eye received the week of a competition.

Ever since high school, LAC Ohlson has enjoyed and been passionate about Kapa Haka. She loved learning the compositions and pushing her vocals to the limit. Because of her enthusiasm, dedication and concentration, roopu members encouraged her to compete for the role of Kaitataki Wahine – lead female. She was successful and at 22 was one of the youngest leading her roopu on the national stage at Te Matatini. She led Kaikaranga with a strong and mesmerising performance beyond her years.

Nine months of training for 25 minutes on stage. Nine months of commitment, heartache, laughter, frustration – repeating the same routine – resulting in 25 minutes of priceless pride and accomplishment, knowing she was representing her tupuna (ancestors), whanau and friends, and also the pride of representing RNZAF and Kairanga.

From the NZ Army and performing for Kairanga: WO2 Brent Pene, SSGT Mike Te Hau, PTEs Brayden Young, Kamalani Tureia-Slataga, Raukawa Mason.

Angeline Lambert, the RNZAF Assistant Marae Manager, also participated in Te Matatini with Tū Te Maungaroa (Tūhoe ki Pōneke). Ka mau te wehi.

That is the commitment Leading Aircraftman (LAC) Toni Ohlson, from Surface and Safety, showed to make the line-up for the Kairanga Kapa Haka roopu (group), which represented the Manawatu and New Zealand Defence Force at Te Matatini earlier this year.

Te Matatini epitomises the best that the country has to offer in cultural performances. There is no international equivalent – this is “the one” in Maoridom.

A bracket consists of a Tira (choral), Whakaeke (entrance), Moteatea (chant), Waiata-a-ringa (action song), Haka and Wahakwatea (exit).

For this campaign, Monday evenings were spent practising at Linton Military Camp and most months consisted of a weekend noho at Linton or Waiouru. The commitment didn’t stop at training – every day words were memorised, actions were learned and choreography was polished. Christmas break was interrupted to continue the practices and in the two months leading up to Te Matatini the weekends were taken up by Kapa Haka.

From the NZ Army and performing for Kairanga: WO2 Brent Pene, SSGT Mike Te Hau, PTEs Brayden Young, Kamalani Tureia-Slataga, Raukawa Mason.

Angeline Lambert, the RNZAF Assistant Marae Manager, also participated in Te Matatini with Tū Te Maungaroa (Tūhoe ki Pōneke). Ka mau te wehi.

How far would you go to show your passion and commitment?
Families go Behind the Scenes at Ohakea

The 'What I did in the school holidays' speech will be more exciting than usual by some children of NZDF families, who were given an opportunity to go behind the scenes at Base Ohakea, during the last school break. The families were given the full base experience – starting with a welcome on to the Tūrangawaewae and then checking out what was hanging out in the hangars.

The group of about 80 arrived on base after a flight on a Boeing 757 from Wellington Air Movements. They were taken to the Tūrangawaewae where Warrant Officer Kathy Nikau gave the Kaikaranga, calling them onto the grounds.

This was a great opportunity to connect with our wider Air Force family and have a short brief of part of our history from Doug 'Wal' Wallace. Children and adults alike enjoyed the talk, singing and learning about Tūrangawaewae and Matariki. A short time was then spent refuelling our bodies before we separated into two groups to visit either No. 14 or No. 3 Squadrons.

The visit to No. 3 Squadron provided an opportunity that few get to look, touch, climb on board and ask as many questions as you can about the NH90s and A109s. It was an experience in itself to walk through the hangars and see helicopters in various states.
Of particular note, being able to view the helicopters in their home-location provided an understanding of the size and scale of the associated No.3 Squadron infrastructure at Ohakea. Corporal Edward Smulders, who works with the avionics unit on the NH90s, said it was good for the families to get an understanding of the work space.

“It gives them a good appreciation for the environment that we work in – because it’s kind of hard to describe the hangar environment.

Aircraftman Jane Glendinning, who works with the A109s was thrilled to show-off the aircraft.

“I think it is the superstar of the helicopters – it is a hidden talent. It’s a very useful helicopter for the pilots to train in. You can do everything that you can in the NH90, but on a smaller scale.

“We love to show it off to families and get them interested – I think it looks pretty zippy. It’s a pretty sweet little machine.”

The visit to No. 14 Squadron and the Texans was also an interesting and informative experience. Those who visited them discovered the aircraft were a lead in training for the US Air Combat Forces.

The visit included a visit to the classroom where the students spent a great deal of time and saw the cockpit templates that pilots were required to memorise and ‘know like the back of their hand’.

From this a visit to the Part Task Training (PTT) room gave the group an opportunity to take off and land, it looked a lot like a computer game - there were some pretty good pilots in the group.

Next a seat in the Simulator, and the group was able to jump into the Sim and get the ‘feel’ of being in an actual cockpit, finally it was a visit to the hangar and a close up look at the Texans.

Flight Lieutenant (FLTLT) Geordie Fisher brought his two daughters to the event.

“It’s a great day. My daughters haven’t had the chance to come to an air base before, believe it or not, so it’s a great opportunity to show them what it looks like.”

It was FLTLT Fisher’s first time being welcomed onto the Tūrangawaewae. “It was good, I hadn’t seen it before – I quite enjoyed it.”

His daughter, Aurora Fisher, 7, liked seeing the big helicopter. The [A109] is okay, it’s not as big as the NH90 and it’s weird how the buttons are upside down [in the cockpit].”

She said she would remember the day and it had been “awesome”.

Squadron Leader Anthony Clegg said the family days were a great way to show the families what the Air Force did and what they were all about, “rather than we just disappear in the morning and come back at night”.

“It makes us feel like an Air Force Family and not just a business.”
The Air Force Museum of New Zealand has recently moved the last of its collection items from No. 4 Store at the former RNZAF No. 3 Stores Depot at Weedons, ending more than 70 years of RNZAF presence there.

Since 1986, the museum has had collection items stored off-site in buildings at Weedons, just west of Christchurch. Between 1990 and 1995 parts of the collection were moved back to Wigram and the larger objects – mostly vehicles, aircraft wings, parts and engines – were relocated to No. 4 Store.

In 2002 the old No. 1 and No. 3 Stores were demolished, leaving No. 4 Store as the sole survivor. The Museum Trust Board, supported by Defence Property Group (now Defence Estate and Infrastructure), was determined to recover the last of the objects housed at Weedons and quit the facility. Work began in earnest in June last year with a full survey of the objects.

First out were all the vehicles that were able to move freely, and 3 Combat Service Support Battalion at Burnham gave valuable assistance with their low-loader and recovery vehicles. This provided some initial working space, and for the next 12 months material was progressively brought out of No. 4 Store.

Members of the Collections team worked up to six hours a day at Weedons, cleaning, palletising and transporting the objects back to the museum for processing. This processing involved photographing, documenting and labelling the objects, housing them and placing them in a secure storage location.

Almost 4000 hours of physically challenging work were expended over 12 months by those involved in the project. It generated a huge sense of achievement for the team, as the museum’s entire collection, excluding objects on loan, is finally consolidated on site at Wigram, making its care and management a great deal easier.

The International fire tender was one of the first vehicles to be moved, with help from the NZ Army.
UPDATE ON REVIEW OF VSA’S OPERATION

Professor Ron Paterson has been appointed to lead a review of the operation of the Veterans’ Support Act 2014. He is a Professor of Law at Auckland University and is a former Health and Disability Commissioner and Ombudsman. He has law degrees from Auckland and Oxford universities and has held Fulbright and Harkness fellowships.

He was awarded an ONZM for services to health in 2011.

Why is there a review?
The Veterans’ Support Act 2014 is very different from the old Act that it replaced, the War Pensions Act 1954, so Parliament built in a provision requiring that the Chief of Defence Force review the new Act after two years to make sure that it’s operating as intended.

The review will give veterans and their families an opportunity to have their say about how well the new Act is working in practice.

An independent person has been chosen to do the review, to provide an external and impartial perspective on how the Act is working.

What is the review about?
The review will look at whether the Act is meeting its purpose of providing rehabilitation and support to veterans who have been injured or become ill as a result of being placed in harm’s way in the service of New Zealand.

Following an engagement and consultation period, the reviewer will report on how effectively the new Act is working and may make recommendations. Areas likely to be considered are:

- where more clarity is needed
- whether the needs of veterans could be met better
- whether the new Act is flexible enough to manage the provision of fair and reasonable entitlements for eligible veterans and their families.

The review will be overseen by the Vice Chief of Defence Force, Air-Vice Marshal Kevin Short.

When is it happening?
The review has just started. In December, Professor Paterson will report his findings and recommendations to the Chief of Defence Force, who will submit the report to the Minister of Veterans’ Affairs to table in Parliament.

The Government will consider the report and decide whether any changes need to be made. Information on the review, including a copy of its terms of reference, can be found on the New Zealand Defence Force website at www.nzdf.mil.nz/corporatedocuments/vsa

How can you take part in the review?
Professor Paterson wants to hear what you think – what works well in the Act and what could be improved or requires change?

You can contribute by sending a written submission to the review or by attending consultation meetings around the country.

Consultation meetings are planned in Auckland on 9 August, Whangarei on 11 August, Tauranga on 18 August, Gisborne on 25 August, Napier on 1 September, Wellington on 4 September, Palmerston North on 5 September, Invercargill on 6 September, Dunedin on 7 September, and Christchurch on 8 September.

Details of venues and meeting times have been published on the New Zealand Defence Force website at www.nzdf.mil.nz/corporatedocuments/vsa.

You can email the review at review.vsa@nzdf.mil.nz.
Delivering a rugby ball by helicopter into a packed stadium ahead of a Super Rugby game is something Flight Sergeant (F/S) Gareth Sharp is pretty comfortable with.

“I’ve done ball drops before and taken the Ranfurly Shield into a game. It was just another day at the office really.”

The ball, for a recent match at Wellington’s stadium between the Hurricanes and Crusaders, was flown in by a No. 3 Squadron A109 helicopter. It was delivered into the hands of a waiting ball boy by the loadmaster in front of thousands of rugby fans.

“There were plenty of people waving and taking photos. I gave the kid the ball, we gave each other the obligatory high-five and walked back to the helicopter and got out of there. We only had about four minutes to get in and out,” F/S Sharp said.

The crew were lucky to be able to fly in at all because the weather in the capital the previous day had been stormy, F/S Sharp said.

“But it was a glorious Wellington evening.”

F/S Sharp was a Crusaders supporter and the captain of the helicopter was a Hurricanes fan, “so there was a bit of banter going on throughout the day”. The game was fiercely fought, but sadly for F/S Sharp the Hurricanes won 31-22.

“But it doesn’t matter who won that game – it’s the final that matters isn’t it?”

The task also provided the operational crew valuable night vision goggle training in an urban and unusual environment. 🏉
This year’s Interbase Rugby League Tournament was held at Base Auckland. Fifty-five personnel were involved in the tournament, with teams from RNZAF bases Auckland and Ohakea. Unfortunately Woodbourne was unable to field a team.

In the only match of the tournament, between Auckland and Ohakea, all trophies were on the line.

The players did not disappoint and turned on a great match, which was played in good spirits and was well supported by Base personnel, as well as the visiting Deputy Chief of Air Force, Air Component Commander and Warrant Officer of the Air Force.

Then Base Commander Auckland, Group Captain Tim Walshe, said it was great to see a large turnout from the Air Force community to support the tournament.

“Rewarding too was the quality of the game. Sports is a key influence on our service culture and one that will benefit greatly from our new gymnasium.”

Auckland began well, taking the early lead with a try to Corporal Chris Moohan and tries were then traded with Ohakea up at half-time. Ohakea came out firing after half-time and took the lead with three tries in five minutes.

Auckland chipped away throughout the second half and were able to get within two points with 10 minutes to go.

Both teams were tiring after some big defence early on, but it was Auckland that finished the strongest. Their relentless attack on Ohakea’s line was rewarded with two late tries, one to Leading Aircraftman Shaquille Brain and the final one to Sergeant Adam Wilson, who also had a 100 per cent kicking rate in the game.

The final score was 42-32 to Auckland.

The Keith Gell Cup for the Most Outstanding Player of the tournament went to LAC Jason Lupo (AK), presented by former WOAF Keith Gell.

The Challenge Cup, competed for annually and held previously by Ohakea, was won by Auckland.

The RNZAF Rugby League Cup, awarded to the winner of the tournament, went to Auckland.

The Cook Strait Cup, awarded to the team displaying the highest standard of sportsmanship and decided by the referee, went to Ohakea.
The ability to engage a crowd with a good beat never fails to impress any spectator of the Royal New Zealand Air Force band. This was definitely no exception to the rule. I don’t know who was enjoying themselves more - the band or the crowd? Maybe that’s the best part.

Photographer
LAC Chad Sharman

Air Power Quiz

Q1: Where did Wilbur and Orville Wright first achieve powered flight on December 17, 1903?
A1: Kill Devil Hills, Kitty Hawk, North Carolina, USA.

Q2: Where did 490 SQN RNZAF form in 1943?
A2: Jui, Freetown, West Africa

Q3: What was the code name for Guadalcanal, Solomon Islands, where 3 SQN served in 1942?
A3: Cactus.

Q4: The Korean War mainly pitted the MIG-15 against what US aircraft in the first jet-to-jet combat battles.
A4: North American F86 Sabre.

Q5: What role does the TU-160 White Swan undertake?
A5: Long range strategic bomber.

Q6: What term describes a mission to survey a particular area or target?
A6: Reconnaissance.

Q7: In what year did an aircraft first take-off from the deck of a ship?

Q8: What is the USAF’s recent OA-X experiment?
A8: The USAF is studying the benefits of buying low-cost, currently available, dual role observation light attack aircraft.

Q9: What aircraft type did 15 SQN fly at Guadalcanal in WWII?
A9: P-40 Kittyhawk.

Q10: What is the designation of China’s new strategic airlifter?
A10: The Xian Y-20.

Think you can stump our readers? Email quiz questions to the APDC via: ohapdc@nzdf.mil.nz

Answers

Notices

CALLING R4/87 GRADUATES & GSIs FOR 30-YEAR REUNION

We are holding our 30-year reunion 6th – 8th (inclusive) October 2017 in Palmerston North.

If you are in contact with any ex-service personnel or GSIs from this intake, would you please extend the invitation.

Please email David Bates (Batesy) on davidbates069@gmail.com or Kirrilee Wellington (Welly) on k.wellington@xtra.co.nz and we will email info through.

Please see our Facebook page: https://www.facebook.com/groups/407371925965840/

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