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

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

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COVER: EX MOBILITY GUARDIAN
PHOTOGRAPHER: Tech Sgt Nathan Lipscombe, 1st Combat Camera Squadron USAF
There is growing unrest on the streets and police are struggling to quell random acts of violence. The death toll has been rising. Amid growing ethnic tension, thousands have been forced to flee their homes. A border dispute with the neighbouring state is building, with pressure on the access and ownership of critical resources. All this is happening in our near neighbourhood, in what looks increasingly like a non-discretionary intervention task, with New Zealand at the forefront...

No, the picture I have attempted to paint is not real, but it could be, and that’s what makes the preparation and conduct of our largest domestic exercise, Southern Katipo (SK17), so important. Beyond existing real-world commitments, SK17 is our highest operational priority for the remainder of 2017 and I need your enthusiasm and support so we can all get the most out of it.

SK17 is big. There are 3000 positions and while a number of these will be filled by international partners, the sheer scale means that this is a surge event and will require some people to “down tools” in their current day jobs to support the Commander’s intent. From an air perspective there will be heaps going on across the spectrum of military operations. Within the SK17 priority as a whole, there are two aspects that I really want to focus on this year – rotary amphibious operations and command and control. SK17 provides an outstanding opportunity to take the next step in developing our embarked NH90 capability, and, as importantly, is a mechanism to upskill as an Air Force in managing the employment of our scarce resources, technically referred to as command and control (C2). So, as the SK17 conversation ramps up in the coming weeks, there are a few things I want to emphasise:

• your involvement and enthusiasm are vital ingredients
• understand that this is the main effort and other things might need to take a back seat for a few weeks
• SK17 is a training activity, so there is no need to train before we train
• take every opportunity to learn and grow.

Inevitably this means mistakes will happen and we may fail in some areas. That’s okay – the only failure is not to learn and get better as a result. This is why we exercise.

While SK17 looms large on the near horizon the existing tempo of operations and overseas exercises has been high, as is typically the case this time of year. Unbelievably – time has literally flown by – personnel in the Middle East are now about halfway through their 12-month deployment.

Air Force News has captured the people and stories to date and as we have come to expect from our Airborne Surveillance and Response Force, the feedback from all quarters continues to reinforce the value and professionalism of the entire team. Talisman Saber featured heavily in last month’s edition and it has been great to see how much benefit No.3 SQN as a whole gained from getting back to core business, deployed alongside the ADF aviation battlegroup providing tactical air mobility – the largest peacetime helicopter force ever established in Australia. The NH90 is quickly cementing its place as a highly capable machine and this exercise demonstrated that the ability to deploy the NH90 on operations is close to being realised.

As with all these activities, the establishment and sustainment of global friendships cannot be underestimated. Post-activity reports normally focus on various enabling capability limitations, but for me the human element is paramount.

So as you prepare to deploy on operations or exercises in the coming weeks and months, make every effort to build relationships. It’s a small world and only a matter of time before they pay dividends.
The exercise brought together 4500 personnel from 18 nations to Joint Base Lewis-McChord near Seattle, Washington, to practise operating together to provide large-scale air mobility.

Leading the 60-strong detachment was Squadron Leader (SQNLDR) Rhys Evans, who said the scale of the exercise was impressive. It opened with a bang starting day one with a massive parachute drop of personnel and equipment, where an airfield was seized and held.

“That was something we don’t get to do in New Zealand,” SQNLDR Evans said. “We were a part of about a 45-aircraft team all flying in to seize this airfield. It was incredible.”

In addition to the C-130 Hercules aircraft and personnel from No. 40 Squadron, the NZDF team included RNZAF Aero-Medical Evacuation experts, Aviation Refuellers, Air Movements teams and Parachute Rigging teams from the Army’s 5 Movements Company.

The tempo of operations was high 24 hours a day and the scale and volume was “next level”, SQNLDR Evans said. The sheer challenge of moving 4500 personnel and all the support equipment into the exercise resulted in a few teething issues, which were worked through and learned from and would be the same in any large operation, he said.

The pace of the exercise was frenetic, with the C-130 load riggers rigging more than 470 loads to be dropped out of aircraft, with about 100 of those being dropped from the C-130.

“It was just wonderful the amount of flying and load dropping we get to do over here,” he said.

“The exercise construct provided the opportunity to fly through electronic warfare ranges where our threat reactions were tested and assessed.

“We were doing that in formations of up to five aircraft, which was really great. It requires a lot of additional coordination beforehand, because, as you can imagine, you can’t just react individually and as a formation you have to have a solid plan in place.”

The exercise also provided the opportunity to continue old friendships and create new ones, SQNLDR Evans said.

“The relationship between us and the United States is as strong as ever and we can work really well alongside them. We fly and operate the aircraft in a very similar way.

Throughout the event the C-130 suffered from only one minor issue, but performed with more than 90 per cent success rate, SQNLDR Evans said. “That’s hats off to the maintenance crew.”

Air Component Commander Air Commodore Darryn Webb said taking part in exercises such as Mobility Guardian ensured the NZDF was ready to operate in this kind of scenario whenever the need arose.

“This is interoperability at the highest level, and allows us to benchmark ourselves against our partners and allies.”
Joint Base Lewis-McChord — Did you know?

- It is the **4th-largest** military base in the world
- **55,000** working personnel and civilian staff work there
- Overall population of **209,000** (more than Wellington city – **207,900**)
- It covers **167,539 hectares**
- Facilities include: two golf courses, a dog park, a paintball field, a skate park, a skeet range, two libraries, a theatre and a museum...and a lot of aircraft
Leading Aircraftman (LAC) Josh Evans, an aviation refueller, has recently been in Washington in the United States taking part in exercise Mobility Guardian, a biennial air mobility exercise.

LAC Evans was attracted to the Air Force when he was 17, after hearing about the opportunities it offered. “A family friend gave me a good insight into the service,” he said.

Exercise Mobility Guardian is his latest overseas deployment. He has been to Australia for Exercise Talisman Sabre and Exercise Pitch Black and also spent time in Antarctica supporting the United States Antarctic programme.

When not on deployment he runs the ground fuel operations at the Base Ohakea fuel section. His role includes day-to-day management of fuel operations, making sure fuel is delivered to aircraft on time, transport tasks and problem solving. He also juggles study for a business degree. “Defence has been great in supporting this,” he said. “I can work, go and listen to a lecture and then come back to work – the flexibility is great.”

LAC Evans grew up competing in motocross but after a few significant injuries decided to look for another adrenaline-based sport that involved motors but wasn’t as hard on the body. Drifting got the tick and after building his own car he competes occasionally. “With work and study I don’t get to compete that often but I support a friend who does it more seriously than I do.”

The Air Force had delivered everything he expected in a career, he said. “I wanted to work in an organisation where there are opportunities to explore different areas, so people are not limited to what they choose on the first day. This is definitely the case here. The opportunities are there for you to go down various tracks. You’re not limited to what you can do or achieve. You can go down any path if you’re keen enough.”
New Zealand Defence Force personnel identified 60 vessels of interest and boarded 26 others in multilateral fisheries patrols conducted recently to support Pacific Island countries.

**Orion Plays Key Role in Fisheries Patrol**

Our P-3K2 Orion has played a key role in uncovering serious fisheries breaches by dozens of vessels in the Pacific Ocean. Over three days the aircraft patrolled more than a million square kilometres of ocean, spotted 500 vessels and reported dozens of instances of suspicious activity.

NZDF personnel located 60 vessels of interest and boarded 26 others in multilateral fisheries patrols conducted recently to support Pacific Island countries.

Among the serious breaches discovered were shark fins, misreporting a large catch of big eye tuna, and tampering with a vessel’s monitoring system.

Involved in the operation were a P-3K2 Orion, Offshore Patrol Vessel HMNZS Otago and fishery officers from the Ministry for Primary Industries to the joint fisheries patrols.

The patrols involved 10 member countries of the Forum Fisheries Agency (FFA) and the Quadrilateral Defence Coordination Group comprising New Zealand, Australia, France and the United States.

Air Component Commander, Air Commodore Darryn Webb, said the Orion spotted nearly 500 vessels during three days of patrols over 1.2 million square kilometres through Nauru and the Federated States of Micronesia.

More than 12 per cent, or 60 vessels of interest, were subsequently reported to the FFA to boost their awareness of maritime activity in the area. The FFA, established in 1979 to help countries manage their fishery resources, comprises 17 Pacific Island countries, including New Zealand and Australia.

“Our participation in these patrols demonstrates New Zealand’s commitment to the effort against illegal, unreported and unregulated (IUU) fishing through maritime surveillance and physical presence at sea, and the direct enforcement of national or regional fisheries regulations through the actual boarding of fishing vessels,” Air Commodore Webb said.

HMNZS Otago, together with MPI fishery officers, boarded 26 vessels during patrols in the exclusive economic zones of Vanuatu and the Solomon Islands and the adjacent high seas pockets.

Lieutenant Commander Lorna Gray, the Commanding Officer of Otago, said that among many minor breaches, major breaches were found on a number of vessels. Shark fins were found on board one vessel, she said. Another was found misreporting a large catch of big eye tuna, while another was caught tampering with the vessel’s monitoring system.

“Previous cases have shown that a significant percentage of IUU activity across the region is being conducted by legally licensed fishing vessels under- or misreporting their catch,” Lieutenant Commander Gray said.

“Physical inspection is the only way to verify that the catch is being properly reported.”

Our Common Purpose
A Day in Life in the Middle East

Working in the Middle East brings unique challenges to our personnel, especially the hot, dusty environment. The desert climate can send temperatures over the summer months to more than 50C, with high humidity. Personnel from No. 5 and No. 230 Squadron work with international partners to maintain maritime security, which includes countering piracy and the trafficking of people and drugs in the region. Air Force News continues its series speaking to staff about life in the Middle East.

CPL RL, Logistics Specialist

As the Logistics Specialist for the operation in the Middle East, my day varies, working anything from eight to 14-hour shifts, depending on the aircraft serviceability.

Because of the small team we have here, and to help break up my day from screens and spreadsheets, I make the most of the opportunity to learn from the maintenance team. There is something to be said for suffering in the heat along with the rest of the team that not only helps build character but also improves the supplier/technician relationship.

The logistics team also co-ordinates the mail, which means I often get to play Santa and make the detachment team’s day by handing out packages from home. We also have the responsibility to “shop” and source items for the mission. While this includes ensuring no one runs out of coffee and stationery, it also involves working with a variety of host nation vendors, which can be challenging – like the time we spent half a day trying to find a suitable vendor of a bicycle tyre.

LAC EW, Analyst DTOC

A day spent in the Middle East is surprisingly not too far removed from work at home. What makes it different is the environment. There’s an increased emphasis on timeliness but without any loss on accuracy, mainly owed to the coalition environment. In intelligence, timeliness is everything. This all helps us feed back into the larger task force, which then generates tasking, which gives us a great sense of real-time feedback in how we can improve things from mission to mission. There are plenty of annoyances each day, like weird work hours, lack of sleep, being away from loved ones and the ever-present, oppressive heat. But the inherent value of being here is quite clear to see – there are fewer people and less distance between you and who you are working with. This all leads to the tangible results we are helping bring about against piracy and drug trafficking.
Living in the Middle East is hot, but you know that it’s going to be hot. Then you get here, and you just hope that you don’t melt in your boots as you walk between the mess, work and gym. This is also where the key to air power (flexibility of course) comes into play. You must become a master at opening door handles quickly – using different bits of clothing during the day, or else risk leaving the top layer of skin burnt on to the handle. But once you get over the heat, there really isn’t anything to complain about and the work here is rewarding.

That coalition spirit is evidenced throughout camp, with allied members meeting several times a week to share ideas and doughnuts! The operation is working for lots of different international groups, protecting merchants, defeating drug smugglers, and intercepting illegal charcoal traders. If we just focus on one aspect, we miss something important happening elsewhere. So we remain ready and willing to respond to anything.

Rotation two of the operation is well under way and it has been a busy month for us. The team has met a lot of new people, including personnel from collation forces. The environment has provided its own difficulties, with the main one being getting used to working in a more unforgiving climate. During the day temperatures reach as high as 56°C and drop to as low as 31°C during the night. The team is always coming up with great ideas to lift spirits, such as playing volleyball or ultimate frisbee. Everyone steps up and shows the high standard that has become known of the NZDF and the team is looking forward to see what the future here brings.
For about six weeks from mid-October, the top of the South Island will again be recast as the fictional South Pacific country of Becara as the New Zealand Defence Force (NZDF) mounts its major military exercise Southern Katipo.

As in its previous two iterations, Southern Katipo 2017 (SK17) will be run as a four-phase military exercise by Headquarters Joint Forces New Zealand to test and evaluate the NZDF’s expeditionary capability.

“Southern Katipo is not a set-piece military campaign,” Major General (MAJGEN) Tim Gall, the Commander Joint Forces New Zealand, said.

About 900 troops from 13 countries, including Australia, Fiji, France, Papua New Guinea, Singapore and the United States, will be taking part in the biennial military exercise.

“To keep the activity as a real test, participants will be presented with problems and constraints at every stage. They would have to solve these as they would in a real operation to achieve the mission. Only Exercise Control has the script.”

The exercise would cover the whole spectrum of operations, from ISR (intelligence, surveillance and reconnaissance), evacuation of civilians, delivery of humanitarian aid and maritime patrols through to peacekeeping and conventional warfighting.

“There is something to challenge every specialist NZDF function. We do not often deploy at such a large scale. This is a good opportunity to exercise our various capabilities so that we are ready to respond before a crisis demands it,” MAJGEN Gall said.

Through several operations in the South Pacific, the NZDF has demonstrated that it could establish its forces offshore and conduct stability, support and humanitarian operations.

“But we have to keep on working at it. We have to keep on enhancing our ability to conduct joint operations involving maritime, land and air assets and to work alongside our international defence partners.”
Exercise Director Lieutenant Colonel (LTCOL) Martin Dransfield said the narrative for SK17 continued the unfinished business in Becara.

Two years after a multinational coalition led by the NZDF came to help restore peace and stability, unresolved ethnic rivalries have exploded into a new wave of violence. Tensions between the Wesso majority and the Havo minority boiled over again recently, sparking renewed bloodshed and causing large numbers of the population to flee their homes. Unable to quell the fast-spreading unrest, the government of Becara has again sought international assistance.

Hundreds of residents from the surrounding areas of Westport, Greymouth, Kaikoura and Havelock have also been tapped to play as protesters, displaced Becarans and foreign nationals in need of evacuation.

New Zealand has come to the aid of its South Pacific neighbour and is deploying a contingent to lead the multinational Combined Joint Task Force (CJTF) 656.

Brigadier (BRIG) Mike Shapland, the Land Component Commander, has been appointed to lead the deployed forces for the exercise.

As Commander of CJTF 656, BRIG Shapland has about 3000 troops, 11 ships, 18 aircraft and hundreds of military vehicles under his command. His mission: to restore law and order in Becara, conduct stability, support and humanitarian operations, including the evacuation of internally displaced persons, and set the conditions for the government of Becara to regain control.

“We know that operations do not unfold in a linear way. A lot of factors can delay or entirely block progress towards your objective,” Brigadier Shapland said.

The first phase of SK17 will see the CJTF deploying to Becara and establishing its presence, while phase two will focus on the delivery of humanitarian aid. Phase three is about defeating hostile militia groups, with the final phase paving the way for the government of Becara to again manage its own governance and security.

LTCOL Dransfield said the players could better challenge themselves if they approached the problems as they would for real instead of thinking of them as an exercise.
HERC NZ7004
Then and Now

By Rebecca Quilliam

A little while ago, Air Force News came across a photo of No. 40 Squadron’s Aircraft Maintenance Squadron (AMS) standing in front of our C-130 Hercules NZ7004 from 1975. The photo came with a request to recreate it with today’s AMS unit. We thought that was a great idea, but we didn’t want to stop at just one, so we found a few photos to show the aircraft and the personnel who worked on it over the years. We also heard some pretty good stories along the way.

LAC Lukies started the project to recreate the two photos after spotting the original pinned up at work. He thought the initiative would help AMS to develop a sense of “belongingness” that other squadrons like 40, 6, 5 and 3 enjoyed. “AMS isn’t just a young new unit, it’s been around for a long time.” He hoped the photos would bring a sense of history and tradition to the squadron.

LAC Lukies has worked at AMS for the past two years and at No. 40 Squadron before that and has maintained the aircraft the entire time. “I feel like it’s all I know – I’m very comfortable and happy working on it.”
Mr Rodgers was a loadmaster on the first flight on Herc 7004 from the factory in Augusta, Georgia, in the United States to New Zealand in January 1969. He said the modern aircraft was “light years different” to the Bristol Freighter, which was “old, and it had a tail wheel, petrol engines and it was as noisy and cold as hell – and slow”. It was hard to believe it was nearly 50 years ago, he said.
Kev Addis L/Hand Aircraft Maintenance, AMS, Airbus NZ Ltd

Mr Addis features in the 1975 and 2017 photos and maintained the aircraft at the beginning of its life with the Air Force. “I’m still working on the same aircraft that I was last century.”

It was exciting to be working on such a new machine at the time, he said. “That particular photo was taken after a group servicing on the aircraft, a three-to-six-month job was basically an aircraft overhaul – including an aircraft strip and repaint, all engines and flight controls removed, extensive inspections carried out on all the aircraft systems, the aircraft was re-assembled and repainted and after a successful test flight was handed back to No. 40 Squadron ready for tasking. It’s a big job, but satisfying.”

He has flown around the world a couple of times in all of the Hercules, including 7004. “They are a pretty good, reliable aircraft – they’re pretty robust.”

Mr Addis remembers the aircraft being used to fly supplies to the starving population in Bangladesh during a particularly bad famine. During the flight back to New Zealand bags of wheat broke apart and there was wheat sprouting in and around the on-board cargo handling equipment for several weeks afterwards.

Scott Arrell, Wing Commander (rtd)

In the months following the September 11, 2001 terror attacks on the Twin Towers in New York, Herc 7004 was involved flying into Afghanistan via Pakistan. WGCDR (rtd) Scott Arrell said the experience was the most memorable of his career. “The runway in Khandahar had been bombed and one of the craters had to be filled with gravel before we landed to avoid us landing in it.” There was a lot of coordination going on at the time with our allies, including the United States and it was “incredibly exciting”. The mission involved mostly night flying and self-protection systems were fitted which could dispense flares as a protection decoy if required.

The operation in the Middle East sparked a rethink of the fleet’s colours and uniforms as the current ones were most suited to operations in the South Pacific. “Our Hercules’ were painted green and grey and our flying suits were green also, but now we found ourselves in a dry and desert environment which meant we needed different flying clothing and aircraft camouflage that was multipurpose.” This deployment was the start of many years of support to both operational theatres in Afghanistan and Iraq.

Did You Know?

- Herc NZ7004 has flown 26,000 hours, which equates to about 7.5 million miles, or 16 return trips to the moon
- It was the last flight to the Chatham Islands in the last millennium, where it delivered all the equipment to the locals for a party to see in the year 2000
- It was the first Kiwi aircraft into East Timor to insert troops for Operation Stabilise as part of INTERFET (International Forces East Timor), on September 20, 1999
In May 1978 I was the navigator on 7004 on a flight to the United Kingdom to participate in a ground and flying display at Biggin Hill under the command of FLTLT Ian Varcoe. Our special guest was Wing Commander (Rtd) Johnny Checketts, a New Zealand Spitfire pilot who flew with 611 Squadron RAF from Biggin Hill during the Second World War, and later commanded 485 (NZ) Squadron there.

Johnny was a real character, but was shocked at the size of the media contingent that met us wanting to interview him. He initially refused to get off the aeroplane. But he did so when he heard a Spitfire warming up. Johnny was as proud of the aeroplane as we were, and gave us a hand to clean her before the display opened to the public. Hercules 04 was a very popular attraction to the crowds at the air show proper, and there were long lines to see through her.

The aircraft also had a total wing transplant in the 1970s and 1980s, during two different projects.

“It’s been everywhere – it’s been around the world many times. The big experience for me in that aircraft was to East Timor, where we were flying in and out for several years supporting our people on the ground.”
More than 20 attendees arrived from Australia, Canada, Indonesia, Japan, Malaysia, Maldives, Mongolia, Philippines, and the United States and gathered at Whenuapai.

The trip started with an early alarm call and the group was flown to Ohakea in style, thanks to No. 40 Squadron’s crew and our Boeing 757. They were welcomed on to the RNZAF Tūrangawaewae and greeted with a powhiri. Warrant Officer P J Smith, Wal Wallace and Angela Lambert introduced our visitors to their bicultural experience.

The day was filled with presentations, including the recent successful School to Skies initiative, our world class mentoring scheme and a presentation on resilience for junior leaders.

A trip to Wellington included a visit to the National Museum of New Zealand -Te Papa, where the group experienced the Gallipoli Display and New Zealand’s contribution to this part of World War I. There was also the opportunity to participate in a Last Post ceremony at the tomb of the unknown warrior at the Pukeahu War Memorial, followed by a tour of the Great War Exhibition at the Dominion Museum.

One of the principal tenants of Air Power, which was to be practised several times during the forum, was ‘flexibility’. The plan was to fly from Ohakea to Dip Flat, but the weather was uncooperative so we landed at Woodbourne and travelled in the less-than-comfortable Unimog for the rest of the trip.

After arriving at Dip Flat and enjoying a very Kiwi burger lunch – yes visitors, we have beetroot in our burgers – we warmed up on the confidence course with some team building activities, which lifted morale even further.

The young men and women tackled the leadership exercises with enthusiasm, despite the persistent rain. All our visitors took away some great memories of the very special training camp at Dip Flat.

A special moment helped to conclude the trip when the recruits and trainees challenged the JELF with the Air Force Haka. This poignant moment helped provide our guests with a better understanding of our Maori culture and all were humbled by being honoured in this uniquely New Zealand way.

A special moment also occurred for Chief Master Sergeant Anthony Johnson and me when a waiata was sung by the entire
Empowerment at the lowest level is a priority for the RNZAF and this year’s JELF focussed on this facet of leadership. Having the confidence in an individual or team to hold a greater degree of responsibility enhanced their levels of knowledge and leadership experience and fostered higher levels of trust, motivation and resilience.

Investment in the professional development of Junior Non-Commissioned Officers can only make our Air Forces stronger and more effective in the longer term. The enthusiasm and resolve that was seen in every JELF individual will only be enhanced by the sharing of challenges and solutions among this group of future senior leaders.

Looking round at the other attendees, there was an abundance of courage. From an Airman who spoke little English, he was able to stand in front of strangers and give a speech. To another who broke all the moulds of their country’s very conservative, very strong religious beliefs.

– LAC Nicole Jamieson

Being nominated for JELF 2017 and being able to attend the forum was a timely opportunity and a great privilege. It facilitated an open, free and respectful environment to have those questions I was yearning to ask answered and some I didn’t even know I wanted answers to.

– CPL Daniel Ross-Murphy

I soon realised that only after a few hours of meeting these people that there was going to be connections that would be made for the rest of our careers if not lives. The JELF for me was about sharing views and perspectives of how we conduct day to day business, qualities of leadership and the attributes of a leader, from a junior leaders view.

– CPL Timoti Rangi
B757's Makeover

It is easy to overlook the importance of an aircraft paint. Not only do our surface finishes look great, they are critical in protecting the aircraft from the harsh environments in which they operate. Every six to eight years our two Boeing B757's require a full strip and repaint. This allows us to visually inspect the fuselage for damage and corrosion. Any corrosion is treated and the airframe repainted.

Stripping almost complete.
Squeegeeing off the paint and stripper.

It is a big task to protect sensitive areas which cannot have paint stripper applied.
Acting Corporal (A/CPL) James Copsey is one of the lucky ones: since high school he has known what he wanted to do – pursue a career in the Royal New Zealand Air Force.

A/CPL Copsey’s two grandfathers were keen on aviation and they inspired him from the time he was young.

“I’ve always been interested in planes and aviation. My grandfather, then Sergeant Ralph Copsey, started in Bomber Command with the Royal Air Force (RAF) in World War II and flew in Short Stirlings. I grew up hearing the family stories of his exploits from my father.

“And mum’s father, Colin Whale, was an accountant for the RAF, who was passionate about the Air Force and aviation. He let me play on his flight simulator programme and we flew in a DC3 out of Ardmore.”

A/CPL Copsey, 21, grew up in Auckland and attended Western Springs College. After leaving high school he applied to be a pilot and made it to the last stage of selection, but was told he needed more life experience.

He completed a year at the University of Auckland in 2015, starting a double major in law and history, planning for the possibility that he might not get into the Air Force.

Then he applied again for the Air Force and was accepted as an Air Warfare Specialist (AWS) trainee.

“I did my 15 weeks basic training course at Base Woodbourne, near Blenheim. The course there includes formation marching, physical training and the basics like cleanliness and tidiness, as well as other life skills,” he said.

In his AWS training role with No. 5 Squadron he operates sensors on the P-3 Orions that fly out of Base Auckland at Whenuapai.

“There are a lot of tools on the P-3s and the sensors that include radar and cameras are operated via computer using joysticks. They are part of the tactical equipment on the plane used during maritime patrols,” he said.

A/CPL Copsey completes his first year of AWS training in October.

“I’ve worked hard to get here and a career in the Air Force is what I’ve always wanted to do.”

One of the duties for AWS trainee James Copsey is to inspect the P3 sensor before each flight.
Group Captain (GPCAPT) Peter Johnson has taken up the role of the RNZAF’s Chief Engineering Officer and Technical Airworthiness Authority as the organisation sits on the cusp of welcoming new capability that will bring challenges to the engineering and maintenance trades and branches – which he can’t wait to tackle head-on.

“We need to keep the older aircraft going safely until we see them out of service and then we’ve got these new capabilities due to arrive. Aircraft maintenance and engineering will look very different for the new capabilities than they do for the current fleets,” he said.

“The time to change is now. We have an opportunity to define the future and not be driven by it. We are in a positive place, in terms of the outlook. We need to grasp new technologies and practices to make ourselves fit for the next 20-plus years.”

The British-born engineer began his career 30-years-ago with the Royal Air Force (RAF) during the later stages of the Cold War. He completed a Bachelors degree in aeronautical engineering before serving in Germany and the United Kingdom.

“I’ve seen many changes on the world stage and the way the RAF modified from a fixed-base Cold War posture to a mobile and deployable one,” he said. GPCAPT Johnson was deployed three times to Iraq and Bosnia, working with helicopters.

He continued working with helicopters after enlisting with the RNZAF and, later, was put onto the A109 introduction project. “I saw that aircraft being delivered to Ohakea, to (the now) No. 3 Squadron, undoing the first box when the first aircraft came out and had the first New Zealand flight.”

“I was then lucky enough to be involved with the King Air B200PL and the new Seasprite before heading to NZ Senior Staff College – which was a great experience.”

Promotion followed and GPCAPT Johnson took up the role of Director of Aeronautical engineering, before a stint at Headquarters Joint Forces New Zealand as executive officer to the Air Component Commander and later as Commanding Officer of the Maintenance Wing.

He encouraged young people to look to the RNZAF as a career and pointed out the numerous opportunities available if they were looking to enlist.

“You’ve got engineers who design and make modifications to aircraft, its systems and supporting equipment to ensure they are safe enough to operate and you’ve got the maintenance team who do the hard work. We have a broad spectrum of opportunities for different careers, which are professional, exciting and interesting.

“When we compare ourselves against the world stage of maintenance and engineering, we do a lot with what we have and I am very proud of the organisation I am part of.”

New Chief Engineer Taking on Future Challenges

By Rebecca Quilliam

Photo: Silena Griffin
NZDF INNOVATION OF THE YEAR AWARD 2017

The winner of the Innovation of the Year Award, presented for using our resources effectively to enhance our combat capabilities, goes in the running for the New Zealand Defence Force (NZDF) Person of the Year Award. With many creative and innovative ideas generated from the personnel within the NZDF we need to formally recognise the individuals and the ideas forwarded.

I ask that you all reach into your respective areas to identify a nominee worthy of receiving the NZDF Innovation of the Year Award 2017.

A nominee must meet the following criteria:

- **Individual achievement – no team effort**
  Any innovative idea that has been implemented during the 12 months ending 30 September, 2017.

- **Problem Definition**
  What was the problem, issue, or frustration that was identified?

- **Current State**
  What was happening before a solution was identified?

- **Root Cause of the Problem**
  Why was the problem occurring?

- **Solution**
  How was the problem solved and what solution was provided?

- **Benefit to the NZDF**
  How did implementing the solution create benefit for NZDF? How did you measure the benefit?

- **Additional Material**
  Supporting information, documentation, photos etc

There are two options to submit the nomination: either by using the electronic nomination form, which can be found on the Defence Excellence ILP; or provide the information in a minute format.

The Executive Officer to the Office of the Chief of Defence Force (OCDF) has confirmed that the NZDF Innovation of the Year Award winner is to be advised to the OCDF by 1 November, 2017.

All completed nominations are to be forwarded to Defence Excellence (Dx): Defence.Excellence@nzdf.mil.nz by 10am on Monday, 9 October, 2017 to be eligible for consideration.

*Best of luck*
Searching for the right military career can throw up many options, some obvious and some not so much. But for those looking to try something a little less ordinary, a posting to the New Zealand Cadet Forces (NZCF) could be exactly what is needed to shake things up a little.

Many of our military personnel have come through the NZCF as Air, Sea or Army cadets, and many senior military leaders have had the Cadet Force experience.

Current Commandant of NZCF Lieutenant Colonel (LTCOL) Grant Morris says the NZCF environment is like no other in the NZDF.

“Because the NZCF sits outside of the NZDF the range of activities, people, opportunities and issues are unique,” he says.

He would like to see some of the already highly skilled military personnel putting their hands up to be part of the team.

“The role of an NZCF Advisor is varied, with new challenges presenting almost every day. Some days may include delivering lessons to cadets at a unit, while others may be organising a Junior or Senior Non Commissioned Officers course, or managing shooting coaches and range, conducting officer courses.”

Having such a varied role was a drawcard for Sergeant (SGT) Scotty Cameron, who is based at RNZAF Base Ohakea, and SGT Reece Fenton, who is based at Burnham Military Camp.

SGT Cameron was a cadet in No. 9 Squadron in Wanganui as a teenager. He stepped into the role of an NZCF Advisor from his trade as an aviation refueller, because he wanted to expand his skillset.

“It’s been an eye opener in a good way,” he says. “It’s taught me how to prioritise and change my focus from operational to enabling.”

In charge of 10 units across Air Force, Navy and Army, SGT Cameron says he has learned the finer points of conflict, course and time management, and being able to train the trainers of the cadets has been hugely rewarding for him.

“We coach, guide and mentor the officers who work with the cadets,” he says.

He hopes to use the posting as a stepping stone to the commissioning process.

In Burnham, SGT Fenton has been able to keep his hand in being a loadmaster with No. 40 Squadron, along with his role as an NZCF Advisor.

“While getting the practical exposure to personnel management I’ve been able to maintain my trade qualifications at the same time, so I will go back into trade after this posting,” he says.

“The biggest highlight for me is seeing the young people graduate NCO courses and using the skills they have gained.”

LTCOL Morris says people looking to expand their outlook, skillset and opportunities should look seriously at a posting with NZCF.

“Key skills every advisor will enhance during their time with the NZCF are interpersonal skills and relationship management. If you are looking to develop your skills, then this is the place to do it.”

For more information contact grant.morris@nzdf.mil.nz or www.cadetforces.org.nz
The recent RNZAF School to Skies Air Force programme, which was centred around Year 12 and 13 female students in Auckland, inspired many to look to the RNZAF for a career. The initiative was so successful it might be rolled out nationwide and across the Navy and Army.

The four-day programme is part of the Defence Force’s strategy to attract more women to the military, by helping them to understand the organisation’s values and break down barriers to a military career.

The initiative highlighted the range of technical and aviation careers available in the Air Force to Year 12 and 13 female students with an interest in science, technology, engineering and maths.

One of the organisers, Squadron Leader George Magdalinos, said the programme turned out “better than we could have ever imagined”.

Forty-six female students from the Auckland region took part in the two School to Skies camps at Base Auckland.

The students experienced life on an Air Force base, worked on rebuilding an aircraft, spent time in a flight simulator, planned a flight mission and then flew that mission in a C-130.

They also got personal and professional development, ranging from leadership and resilience training to military skills, goal setting and confidence building.

“Our main aim was to provide experiential lessons – we wanted to get these girls stuck in and physically doing things. By doing that we demystified the Air Force and made everything achievable – it’s very hard for a youngster to imagine themselves doing something if they haven’t seen it or done it,” SQNLDR Magdalinos said.

One of the RNZAF’s goals was to have a quarter of its personnel women by 2025 and the course was a “bold and new” initiative that could help achieve that, she said.

The young women gained an enormous amount of knowledge and confidence as the course progressed, which in turn, inspired the staff working with them, she said.

Acting Sergeant (A/SGT) Mikey Leonard said it was wonderful seeing the students “come out of their shells” during the course.

“The joy we got from being able to create that sense of achievement for these young women was magnificent.”

SQNLDR Magdalinos
”They turn up on day one and they are nervous and don’t really know what’s going to happen and by the end of it they are all on this high with excitement. To see that happen and know that we have been a part of that and see that transition is amazing.”

A father of three daughters, A/SGT Leonard said it was important to be a part of an initiative that demonstrated that young women could do anything if they were given the opportunity.

“We wanted to highlight to the young women that there are no set jobs for the genders and they can do anything they put their minds to.”

Squadron Leader Sarah Collins said inspiring the young women to back themselves and see that a career in a technical or aviation role was a reality for them was extremely rewarding.

“You could see this belief grow day by day and it was pretty special to have been able to help so many learn this about themselves.”

The School to Skies programme used existing RNZAF resources and personnel and the participants stayed on base, living a military lifestyle.

Feedback from the Students:

Strider Palmer:
The camp broadened my horizons and has made a real change to the way I look at my education. The new friendships I have made have been outstanding! Finding other people who are interested in the same thing as me, and who have set plans in place to achieve their future aspirations, has helped me set my own goals in place to involve myself with aviation in the near future.

Polataia Toti:
I now have more of an insight on what you do for not only our country but others and for that you have my utmost respect. Thank you … to all those who showed me what life could be like in uniform and most of all for inviting me to your home and allowing me to make it a part of who I am as a Pacific Islander.

Parents’ Perspective:
We’d like to add our thanks to you for the astonishing amount of work you put into providing such a worthwhile and memorable experience. It was far more comprehensive than we could ever have anticipated. Eleanor got to experience and learn so much from the amazing people you chose to be part of the programme, and had the time of her life!
The Joint Support Command (JSC) was established a year ago to provide command and control for a number of joint support enabling units within the NZDF.

JSC is made up of Joint Operational Health Group, Defence Munitions Management Group, and Common Systems (Operational support contracts for Fuel, Food and Freight). It also includes the Joint Fuels and Joint Movements projects. The JSC aims to Enable the Joint Effect and Enhance Combat Capability, with three primary objectives:

• Supporting other force elements in their preparation for operations
• Supporting other force elements in the conduct of operations
• Generating joint support enablers to meet JSC output requirements.

The Joint Support Component Commander (JSCC), Colonel Ruth Putze, says bringing together functions from across the three Services is a significant change, both for those who provide the support and for those receiving it.

“To embed such significant changes takes time,” COL Putze says. “The JSC and the units within it are still very much a work in progress, which requires a lot of engagement and communication across the three Services. The development of joint units within the NZDF is a big cultural change for many of us, which will take time to embed.”

That said, however, COL Putze says in the past 12 months she has seen a number of instances where JSC personnel have helped other Services to meet their outputs, such as Air Force medics on land operations and Army medical officers on maritime operations. “Domestically we often have personnel supporting other Service activities, such as PTIs in support of Op Neptune, and this improves our deployed interoperability and maximises the opportunity for our professional soldiers, sailors and airmen to use their skills. During the Kaikoura earthquake in November 2016, the JSC was a single point of co-ordination for health, logistics advice to MCDEM and we facilitated the provision of all forms of fuel, by engaging closely with BP, HQ JFNZ and our users on the ground.”

The JSC plays a critical role in providing support to the Joint Task Force through either a Joint National Support Element, Joint Support Task Group or specific task elements, COL Putze says. This role will grow with the development of Joint Fuel and Joint Movements and will continue to grow as each of these enablers is embedded.
I SPY WITH MY ELECTRO-OPTIC EYE

Reconnaissance

Reconnaissance is the activity of collecting information during a mission that is carried out over a limited time period, and directed towards a specific target or event (such as a disaster).

Air Power in Action

Broken road after the 2016 Kaikoura earthquake
The Museum recently played host to the inaugural RNZAF Christchurch area Dinner and Dance, which brought together about 100 past and present RNZAF personnel and Air Force Museum staff in a fundraising event for the Missing Wingman (RNZAF) Trust.

Held in the stunning setting of the Museum’s Aircraft Hall, the event succeeded in raising nearly $3000 for the Trust, through ticket sales, donations, and proceeds from a charity auction held during the evening.

As the occasion also served as a focus for a reunion of former RNZAF NATTS (Navigation, Air Electronics and Telecommunications Training Squadron) personnel, which was being held over the same weekend, many old acquaintances were renewed as well as new ones made. All present had a fantastic evening, and we hope that this may become a biennial event.

If you’re a former member of the RNZAF, live in the Canterbury region and would like to be kept informed of upcoming activities and events, please contact:

Museum Executive Officer, Squadron Leader Brett Marshall, brett.marshall@nzdf.mil.nz
Advice from a former Air Force armourer on facing the “huge upheaval” of stepping through the threshold into civilian life.

Mark Soper has spent half his life in the Air Force, but within a mere five weeks he has transitioned to a very different civilian career.

Four years ago, he left his career as an Air Force Sergeant to become a manager in the oil industry.

Transition was a “huge upheaval” in his life, after joining the Air Force as an armourer at age 17, straight out of high school, Mr Soper said.

"Once you step through the threshold [into civilian life], the next sound you hear is the ‘click’ of the door closing behind you. It’s quite frightening. You wake up the next day and you’re starting a new job without the security blanket that you would normally have.

"Moving from something I’d known for 17 years, and coming into an environment where I knew nothing and had to prove myself all over again, was quite daunting.

"You’ve spent all those years making connections with different people, and then you’ve got to start afresh. However, in hindsight that’s probably where the Defence Force training pays dividends, because you become more naturally able to work with different people from different backgrounds and trades, while also being able to adapt to changing situations and demands as they arise."

During his time in the Air Force Mr Soper moved around every few years, between Ohakea, Woodbourne and Trentham, interspersed with deployments to Afghanistan, East Timor and the Solomon Islands. His experiences honed his ability to lead, communicate and adapt to new situations – all skills that were transferrable to his civilian career.

Those skills have been recognised by the company – he was promoted from second-in-charge to a managerial position in just two years.

While he is glad he transitioned – “it gave me a different outlook on myself, and New Zealand” – he did hit a difficult stage after about three months.

"The first month went by fast, so fast. But at the three-month mark I was starting to have doubts that I made the right decision, because there was just so much going on and I was learning a whole new career.

"I knew this point was going to come and so I thought I’d stick it out and see how I felt at the end of another three months.

"At the end of six months it was getting a lot easier, and I realised that I had made the right decision.”

Top Transition Tips:

- It’s okay – in fact, you are expected – to think about life after the military.
- Leaving is not being disloyal or disrespectful.
- Transitioning out of the service is a significant and challenging milestone in your life.
- Being prepared will help ease the stress around “getting out”.
- You can remain in the Reserves and have the opportunity to return to NZDF in the future.
Crowds turned out in force to welcome a large variety of aircraft from around the world to this year’s Royal International Air Tattoo (RIAT), held at Royal Air Force Base Fairford, in the United Kingdom.

Unfortunately, operational commitments prevented attendance by RNZAF aircraft, however, Chief of Air Force Vice-Marshal Tony Davies and Air Advisor Wing Commander Lisa D’Oliveira were able to enjoy the display. The Pacific Rim was also represented by the Royal Australian Air Force, which provided an E7A Wedgetail.

The airshow attracted a record crowd of 160,000 people, who enjoyed thrilling flying demonstrations by some of the world’s leading pilots.

For many the highlight was the United States Air Force (USAF) Thunderbirds, whose carefully choreographed pre-flight routines were as entertaining as their flying display. Flying F-16 Fighting Falcons, the team was joined by nine Red Arrows Hawks for a colourful joint flypast.

Joining the Thunderbirds were vintage American warbirds, including a B-17 and P-51D Mustang, a state-of-the-art F-22 Raptor, and a dramatic flypast by a number of United Kingdom and Europe-based USAF aircraft.

Visitors were treated to a surprise flypast by a B-2 Spirit stealth bomber, which was taking part in a 23-hour trans-Atlantic “Global Power” training flight from Whiteman Air Force Base in Missouri. The aircraft was escorted by two F-15 fighters.

Highlights among the 115 aircraft in the static park included a USAF U-2 spy plane, and a Royal Canadian Air Force Boeing CH-147F Chinook Helicopter, which had been airlifted to the show in the back of a giant Boeing CC-177 Globemaster airlifter.

In total, 246 aircraft from 32 air arms representing 26 nations took part in the Air Tattoo.

Next year marks the 100th anniversary of the Royal Air Force and every air force squadron with a lineage back to the RAF and the Second World War, including the RNZAF, will be invited to the tattoo to mark the occasion.

By Ian Doyle, UK Attendee
Photos: Ian Doyle and Ian Hutchinson
We will remember them

After a 12-year search, the New Zealand Memorial Museum Trust has secured purchase rights to the former Gendarmerie, built in 1901, and nine adjacent police officers’ houses in the northern French town of Le Quesnoy.

The trust is establishing a memorial museum and is refurbishing the houses into self-catering accommodation for New Zealanders. The museum will be a permanent record for future generations honouring New Zealand’s service and sacrifice in Europe during two World Wars: 85,000 New Zealanders fought in Europe in the two wars and half of those who died on active service there lie buried in the fields of Europe.

Le Quesnoy played a significant role in New Zealand attaining its sense of nationhood. Near the end of World War I, on November 4, 1918, the New Zealand Division ended four years of German occupation of the medieval-walled town, without any of the 3000 civilian lives being lost.

There were still several thousand German troops in the town when the New Zealanders attacked and the German officers were not prepared to surrender without a fight.

This set the stage for one of the New Zealand Division’s most spectacular exploits of the war. When a section of the 4th Battalion reached the inner walls about midday on November 4, they had already scaled the complex network of outer ramparts with ladders, supplied by the sappers.

However, because of the height of the inner wall, the riflemen could only position a ladder on a narrow ledge on top of a sluice gate. Led by Lieutenant Leslie Averill, the battalion’s intelligence officer, a small group of men quickly climbed the wall.

After exchanging shots with fleeing Germans, the New Zealanders entered the town and the garrison quickly surrendered.

There were 135 New Zealand soldiers killed in the battle, while 2000 German soldiers were taken prisoner.

The medieval-like assault on Le Quesnoy captured the imagination of the townspeople, who were overjoyed at their release from a four-year bondage. Ever since, the town has maintained a strong affinity with New Zealand and they honour Anzac Day every year with a series of events.

Le Quesnoy Mayor Marie-Sophie Lesne said the people in the town retained huge gratitude for the heroics of the New Zealanders nearly a century ago.

“Our friendship is unique and very special because it talks to our soul and to New Zealand’s soul,” she said.

“We take care of the 135 Kiwi soldiers who died here, as if they were our sons. We want to honour them in eternity. Consequently, this museum project is significant for both New Zealand and the people of Le Quesnoy.”

To help raise the $11.2 million needed to pay for the land and building acquisitions and the refurbishment work the trust is seeking donations from the New Zealand public. It believes the facility will then, in spirit, be owned by all New Zealanders.

“I invite all New Zealanders to become part of this project,” Ms Lesne said. “And I invite you all to come to Le Quesnoy for the inauguration in November 2018.

“This project is very important for both France and New Zealand.”

The trust plans to open the New Zealand Memorial Museum on the centenary of the battle, on 4 November, 2018. NZDF personnel who make a donation of $100 or more will receive an invitation to attend the museum opening.

Register on the trust’s website – nzmemorialmuseum.org.nz – and an information package will be sent to you.
A lot has changed over the Air Force’s 80 years, but not its love of rugby.

The Defence Blacks have just completed a gruelling tri-nations tournament against the French Armed Forces and the Australian Defence Force.

The matches were hard-fought on grounds at Palmerston North and Trentham and the supporters were treated to a brilliant sporting clash.

RESULTS:
Defense Blacks 18-15 French Armed Forces
Australian Defence Force 10-20 French Armed Forces
Defence Blacks 39-14 Australian Defence Force

For a full match report, check out the October issue of Air Force News.

RNZAF Society Golf Tournament 2017

RNZAF BASE AUCKLAND
GOLF COURSE WHENUAPAI
Monday 04 December – Thursday 07 December 2017
Entry Fee $110  Entries Close 10 November 2017

Application forms on www.societygolf.nz
or Facebook RNZAF Society Golf

For more information contact:
AUCKLAND – raewyn.ansell@nzdf.mil.nz
OHAKEA – roger.perkins@nzdf.mil.nz
WELLINGTON – isaac.hastings@nzdf.mil.nz
WOODBOURNE – brent.davidson@nzdf.mil.nz
Air Power Quiz

Q1: Where is the Coral Sea?

Q2: What was significant about the battle of the Coral Sea?

Q3: What was unique about the Russian 122nd Air Group during WWII?

Q4: When were Canberra bombers first received by the RNZAF?

Q5: What is interdiction?

Q6: How many troops can be carried in a C-130H(NZ)?

Q7: What did the RAAF eventually replace their Caribou aircraft with?

Q8: In July 2017, the Indonesian Air Force confirmed the purchase of a fleet of what aircraft type?

Q9: What is 3 Squadron’s motto?

Q10: What does RADAR stand for?

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

Answers

A1: It is East of Australia and New Guinea.

A2: It was the first naval battle decided by aircraft alone, fought between 7-9 May 1942 between US and Japanese carrier groups.

A3: It was initially an all female unit comprising fighter and bomber regiments. Russian female pilots were very successful during combat, with many receiving decorations.

A4: October 1959.

A5: Attacking an enemy’s supply line to deny them the means of fighting.

A6: 92.

A7: C-27 J Spartan airlifters.

A8: 11 Su-35 air superiority fighters.

A9: KIMIHIA KA PATU, Seek out and destroy.

A10: Radio Detection and Ranging.
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