NEW PARACHUTES FLYING HIGH

NH90 FLEXES ITS MUSCLES

EX SOUTHERN KATIPO KICKING OFF

RSAF’S JETS ROAR ACROSS THE COUNTRY
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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New Zealand Government
I recently provided an address to the New Zealand Division of the Royal Aeronautical Society at their Annual Symposium. The topic assigned was ‘RNZAF at 80’. This was entirely appropriate given we are celebrating our 80th year as an Air Force – perhaps the Society also thought it was appropriate given I have been privileged to serve in the RNZAF for more than half of those 80 years (no feedback required!).

I contemplated the best way to represent the 80 distinguished RNZAF years to the symposium. I determined and committed not to talk about shiny aluminium (or composite) items of beauty but focus on the primary capability of the RNZAF over the last 80 years and what will form the capability in the next 80 – our people.

A popular Māori proverb often referred to in speeches and addresses is:

He aha te mea nui o te ao
What is the most important thing in the world?
He tāngata, he tāngata, he tāngata
It is the people, it is the people, it is the people.

I reflected on the previous 80 years and how our magnificent Airmen forged the traditions and reputation that we are entrusted with. From 1000 Airmen in 1929 to 42,000 during WWII to our workforce of 2500 today, our people remain the greatest resource of the RNZAF.

The Air Force Museum displayed the 80 years at the Air Tattoo with 80 life sized figures of individuals who represented some of the achievements of the last 80 years. There was the figure and story of AIRCDRE Sidney Wallingford who in 1930 piloted the first New Zealand military aircraft to fly on active operations – a Moth floatplane in Samoa! He served in WWII and retired in 1954 having seen the transition of biplanes of the Great War to the jet age. What a legend.

I discussed our first RNZAF female pilot. In 1988 Angie Dickinson was the first women to train as a pilot and went on to fly the mighty Huey. I also looked to the present, so many great examples but there is a great profile of AC Phoebe Van Der Plas, one of our valuable Safety and Surface Technicians who assisted the introduction into service of our new T-6C Trainers.

This reflection and celebration of our people was well received by the symposium audience but the people story was not complete without discussing the next generation of our RNZAF Airmen. I illustrated this by sharing a few photos of the recently graduated 17/02 Recruit Course that I had the opportunity to share some time with. Also some photos of those remarkable young women who attended the School to Skies Programme.

These recruits and young women represent our future. They understand the standing place for the RNZAF, our Turangawaewae and why we seek a bi-cultural organisation and multicultural society. They have been introduced to and have experienced respect during their recruit course and RNZAF experience where we genuinely seek a respected and diverse Air Force.

There is much to be proud of and much to look forward to in the RNZAF of the future. Innovation and technology will always be at the forefront of our hardware but the greatest enabler will be the smart Airmen who either operate, analyse, programme or work with the technology. Creating that innovative, self-reliant and futures-thinking workforce is our greatest challenge and will be our greatest achievement.

The RNZAF at 80 has been a significant milestone, steeped in tradition, pride, sacrifice, achievement, technology and enabled through our greatest resource – our people. The Graduates of 17/02 Recruit Course are worthy representatives of that future and we are confident we are in great hands.

Ehara o tātou toa i te toa takitahi, engari he toa takitini.
There is a Māori proverb that goes:

Ours is not the success of one but the success of many.
One of our NH90s from No. 3 Squadron has flown a shelter to Nelson Lakes National Park to house Department of Conservation (DOC) wardens tasked with protecting the world’s clearest lake.

The helicopter and crew, helped by soldiers from the New Zealand Army’s 5th Movements Company, moved the 1000kg shelter 32 kilometres from St Arnaud to its new location beside Blue Lake – about 1200 metres above sea level.

No. 3 Squadron was already in the area for Exercise Blackbird, practising flying in mountainous terrain to maintain a military capability that can be used to carry out search and rescue operations.

“This task is the NZDF’s latest tangible support for the New Zealand public and our environment,” NH90 captain Flight Lieutenant Christopher Ross said.

“We are pleased that we are able to use our skills and our aircraft to help protect such a pristine environment and a source of pride for New Zealand.”

Blue Lake, also known as Rotomairewhenua, has the clearest natural fresh water in the world and is considered sacred by the local iwi, Ngati Apa Ki Te Ra To. It is nestled in Nelson Lakes National Park, which is popular for camping, tramping and fishing.

DOC Nelson Lakes Office senior ranger Phil Crawford said the shelter would provide accommodation for volunteer wardens at Blue Lake Hut.

“Visitor numbers to Blue Lake have increased significantly in the past two years, as word has spread about the amazing clarity of its water and with more people walking the Te Araroa Trail,” he said.

“This is putting pressure on the environment, with visitors leaving toilet waste in the nearby tussock and washing dishes or bathing in the lake.

“Wardens at Blue Lake Hut will enable us to manage high numbers of visitors by staying overnight in the area and ensuring that the lake and environment are protected.”

NZDF had a history of working with the DOC on airlift tasks, as well as engaging new recruits to work on tracks, Mr Crawford said.

“We value our relationship with the NZDF and appreciate its logistical expertise.”

NH90 Lifts DOC Hut to World’s Clearest Lake
The hills came alive to the sound of rotor blades for a week recently, as No. 3 Squadron deployed en masse to Base Woodbourne’s Dip Flat Camp in Wairau Valley, Marlborough, for Exercise Blackbird. Designed to gain and maintain mountain-flying currency for the crews, it was the first time a flight of NH90s had deployed to the region, with four aircraft making the journey down from Ohakea in formation.

Accompanying the formation was the supporting cast of maintainers and ground trades required to make this kind of detachment possible, and in the process, gain valuable training in working from a Forward Operating Base in the field.

The stunning scenery of the St Arnaud Range makes it easy to forget how treacherous flying can be in locations like this. “Flying in mountainous terrain is extremely challenging, even in a highly capable helicopter like the NH90,” Detachment Commander Squadron Leader (SQNLDR) Tim Costley said.

The main threat comes unseen from the wind, which causes extreme up- and down-draughts as it bounces over the mountains. The downdraughts could be strong enough to mean a helicopter pulling full power was still forced into a descent by the wind. The greatest danger from those was during landing, particularly landing on high mountains.

“We train the crews to identify where these invisible downdraughts will be, then to fly in such a way as to mean the helicopter is never forced to descend involuntarily into terrain,” SQNLDR Costley said.

It was essential that the squadron maintained its skills in this kind of activity, because they could be called on to use them at a moment’s notice, he said. Search and rescue (SAR) callouts had resulted in NH90s plucking a tramper from Mt Taranaki and tourists from the rocks near Farewell Spit (for which the squadron was recognised at the annual national SAR awards), among other tasks. The squadron also played a large part in the New Zealand Defence Force’s response to last year’s devastating Kaikoura earthquake.

While in the area the squadron, along with New Zealand Army’s 5 Movements Company, helped the Department of Conservation (DOC) by lifting a hut from St Arnaud to Blue Lake, famous for its pristine waters.*

Not so visible, but equally important, was the training for the supporting elements. From conducting “hot” refuels (with
engines running and rotors spinning), to providing tactical and long-range radio and communications links between aircraft and headquarters, there was a large tail wagging happily behind the flying element of the exercise.

The exercise concluded successfully with another four-aircraft formation flight back to Ohakea, meaning that members of No. 3 Squadron are ready for another 12 months of whatever the elements or the terrain can throw at them, and still get the job done.

No. 3 Squadron Commanding Officer Wing Commander (WGCDR) Mike Cannon said the training was a success across a range of areas.

“This has been a very successful year for qualifying our crews in mountain flying.

“Operating in that sort of environment is challenging and gives me a level of comfort that the squadron is ready to go into that environment if we were to get a national contingency tasked that required them to be in the mountains.”

The benefits of the crews going away was that they were fully focused and they could “meld” as a team, WGCDR Cannon said.

The maintainers did an incredible job keeping the helicopters running throughout the entire training period, he said. *See p4 for details.
A P-3K2 Orion and a detachment of 32 of No.5 Squadron personnel consisting of aircrew, maintenance and logistics took part recently in Guamex 17 at Anderson Air Force Base in Guam.

The multinational anti-submarine warfare exercise (ASW) also included two P-8 Poseidon aircraft from the United States Navy and three P-3 Orions from the Japanese Maritime Self-Defense Force.

The exercise was used by No.5 Squadron to continue to practise skills and hone anti-submarine warfare techniques that cannot be truly represented in New Zealand using single-aircraft scenarios.

It provided valuable training for operating in a coalition warfare environment, mission planning and execution, and experience in deployed maintenance and logistical support. Key crew members were able to improve their skills and were able to produce a Directed Level of Capability output for future ASW operations.

Our personnel flew in seven exercise sorties, which were used to practise ASW against synthetic targets. We also experienced and learned from the challenges of multinational operations, as well as language barriers.

Sorties throughout the exercise increased in difficulty and complexity, ending with a war exercise. This simulated a multiple-day patrol needing 24-hour coverage of a US Navy Los Angeles Class submarine, which required all participants to cover the extended period of flying round the clock.

When the detachment had time to spare there was interaction with the other nations. Personnel got the opportunity to tour an LA Class submarine and a B-1 bomber and fly on P-8 aircraft.

This allowed for the engagement with submarines and other crews in areas such as roles, tactics and equipment. To wrap up the exercise, the social event on the last day consisted of the Japanese running rings around us on the sports field, before retiring to Guam township for a more social dinner.
The intent of the exercise was to increase proficiency and interoperability and to strengthen regional partnerships between Asia-Pacific countries in the region.
New parachutes have changed the way the Parachute Training Support Unit (PTSU) works and the team couldn’t be happier. The new model has enhanced parachute capability in numerous ways and far more can be achieved as the personnel jump into work.

“They are like going from a Mini Cooper to a Ferrari,” Officer Commanding PTSU, Squadron Leader Paul White, said.

The latest model of Advanced Ram Air Parachute System (ARAPS) has delivered far more than the previous parachute systems, travelling further, with the ability to carry significantly more weight and should reduce the risk to military parachutists when on operations, he said.

It has been certified for use to 7620m above mean sea level and can carry weight up to 204kg – a 40kg increase over the previous parachute.

PTSU Parachute Jump Instructor Flight Sergeant (F/S) Justin Tamehana said the advanced parachute worked well with a changing military.

“Soldiers are getting bigger and carrying more weight. When they designed the [original] MC5 20 years ago, soldiers were 80kg and carried 30-40kg. Soldiers now are 100kg and are carrying 60kg, so they need to be able to carry more weight and land safely.

“The parachute system is just a means for someone to get to work and my job is to make sure they get there safely and our parachute is going to enable us to do that and continue to do that.”

The Ram Air parachutes acted like the wing of an aircraft, he said. The layers of the fabric are sewn in a way so that the air is “rammed into” holes at the front of the parachute and trapped inside to make an aerofoil.

“We’re effectively creating a wing above us.”

The ARAPS was able to travel vast distances – at least 30km – and land accurately, F/S Tamehana said.

“It’s more ergonomic, it’s more comfortable – everything about them is improved.”

The United States military had used the ARAPS for more than a decade, he said. Over that time the parachute has had continuous tweaks to improve its performance.

“We have the most up-to-date model.”
Maximum Weight: 204kg

Maximum Deployment Altitude: 7620m (25,000ft)

Maximum airspeed: 150 KIAS (Knots-Indicated Air Speed)

Canopy Area: 109.7m squared

Canopy Span: 9.6m

BY THE NUMBERS

AC Jacqueline Loftus

(L-R) AC Jacqueline Loftus, SGT Adam Wilson

FLTLT Garth Magnussen exiting the Skyvan ramp over Eloy, Arizona

AC Jacqueline Loftus flattens a parachute before stuffing it into its bag

SGT Adam Wilson
Aircraft, naval vessels and soldiers will soon begin to seep into the top of the South Island as Exercise Southern Katipo 17 begins to ramp up. Marlborough, Tasman and the West Coast are being transformed into the fictional Pacific island of Becara. The exercise is based on the premise that armed militia groups have sparked the breakdown of public order and a New Zealand-led coalition has been invited to restore law and order. Air Force News investigates how the Air element of the exercise will be conducted.

More than 20 aircraft from four countries will be training during the seven-week exercise. Helicopters will be embarking on naval ships, Hercules will be practising low-level flying and air drops, and personnel behind the scenes will be testing internationally best practices.

Carrying out just one of the critical roles during the exercise is Wing Commander (WGCDR) Brian Ruiterman, whose job is to task and to maintain Command and Control of all of the aircraft participating.

“For Southern Katipo we will be tasking the exercise flying – treating it as if it was an operation,” WGCDR Ruiterman said.

South Island residents would be treated to a spectacle of aircraft, with many more than usual flying overhead, he said. “They may not be used to seeing aircraft flying at night or at low level. The biggest difference will be the frequency of air operations, so they will see more aircraft operating.”

Those aircraft would include the international ones, he said. “You don’t see a C-17 every day down in the South Island and they’ll see that turn up a few times, which will be quite noticeable.”

His team will also be implementing a new Command and Control system, which is designed to make tasking for personnel easier.

Additional staff would be brought into the exercise, who would work long hours to manage the tempo of the numerous flying operations, he said.

“A big focus for us will be importing our knowledge of air power and continue looking at the best ways of staying in line with international best practice. So there’s a big push getting people into the headquarters, as well as the flying itself.”

No. 3 Squadron Commanding Officer Wing Commander Mike Cannon said there would be a big focus and evaluation of the embarked capability of the NH90.

“We’ll be taking about 45 personnel and two aircraft to sea early in the exercise and operating from HMNZS Canterbury for about 10 days. We will also be cross-decking to the deck of HMAS Choules, which is travelling here from its base in Sydney.”

The goal was to optimise times on the flight decks and qualify as many of the squadron for shipborne and embarked operations for shipborne and embarked operations as they could before the beginning of the Humanitarian Assistance and Disaster Relief (HADR) season, WGCDR Cannon said.

Three NH90s and one A109 helicopter will take part in the exercise, along with about 70 personnel, including key enablers across a range of units.

The team was also prepared to evacuate displaced refugees, a task that was “bread and butter” for the team, WGCDR Cannon said.
“It’s the same sort of thing we did after the Kaikoura earthquake – loading people and their effects and getting them out of Dodge.”

Another task would be to take care of the island’s “trouble-makers”, which might require an armed response, he said.

“We expect there will be some sort of air mobile plan in there, where the ground commander will want to get soldiers forward really quickly and with NH90s we can do that easily.”

In recent weeks the squadron had cleared the air gunnery capability on the NH90s, he said.

“So we’re going to have three NH90s with a couple of Mag 58 machine guns on the sides to provide a bit of protection from attacks from the ground.”

Acting Squadron Leader Andy Scrase is working behind the scenes at the Combined Joint Task Force headquarters, helping to provide air-specific advice to the Commander and be a liaison between ground forces and the Combined Air Operation Centre, the Ohakea and Whenuapai Tactical Operation Centres and all of the Fixed Wing, Rotary Wing and Remotely Piloted Air System assets.

“We’ll get to practise interpreting an Air Tasking Order and how to manage an Air Space Coordination Plan, learning a lot in the process,” he said. “We’ll essentially be ensuring that our air assets can provide what the Commander needs to support the operation’s scheme of manoeuvre.”

The exercise was vital to Command and Control training of Air Force personnel and exposing them to the Joint environment, he said.

“We will have international colleagues working with us in the headquarters and we’ve also got aircraft coming in from the United States, Australia and New Caledonia. The fixed-wing assets should get some air-drop training in with the Hercules – potentially delivering humanitarian aid through low dispatch.

“There will also be a lot of air movements into theatre from the home country of New Zealand into Becara.”
SOUTHERN KATIPO
THE FACTS & FIGURES

7 X DISTRICTS AND REGIONS IN THE SOUTH ISLAND
- Grey, Buller, Tasman, Nelson, Marlborough, Kaikoura and Canterbury

3000+ PEOPLE
- 2000+ Military personnel
- 100 Civilian personnel
- 40 NGOs
- 40 Cadets

14 COUNTRIES
- Australia
- Brunei
- Canada
- Chile
- Fiji
- Malaysia
- New Caledonia
- New Zealand
- Papua New Guinea
- Singapore
- Timor Leste
- Tonga
- United Kingdom
- United States

7 SHIPS
- 5 x RNZN
- 1 x Australian
- 1 x French (HMNZS Canterbury)
- HMNZS Wellington
- HMNZS Taupo
- HMNZS Manawanui
- HMNZS Matataua
- HMAS Choules
- FS D’Entrecasteaux

6 HELICOPTERS

17 AIRCRAFT

33 RPAS (Remotely Piloted Aircraft Systems)

100+ VEHICLES

15,000 RATION PACKS

4 TONNES
OF FRESH FOOD PER DAY

50,000L
OF FRESH WATER PER DAY

100,000L
OF F44 AV FUEL FOR LAND BASED HELO

32 DAYS
768 HOURS
ATTENDING
AIRCRAFT

NEW ZEALAND
1 x P-3K2
2 x C-130H (NZ)
1 x B757
1 x B200 King Air
3 x NH90
1 x A109
2 x SH-2G (I)
32 x RPAS

AUSTRALIA
1 x C-130J
1 x C-17
1 x C-27J
1 x King air 350

UNITED STATES
2 x C-17
3 x C-130J
1 x RPAS

FRANCE
1 x CASA 235
1 x Falcón Guárd

#SOUTHERNKATIPO
The skies above Base Ohakea have been shaking from the roar of six F-16D+ jets over the past month, with Republic of Singapore Air Force (RSAF) personnel on exercise in Manawatu. The aircraft have added a new level of excitement to the base, with plenty of enthusiasts lining the perimeter to capture photos of them.

The only previous time RSAF jets visited New Zealand was for the 2017 RNZAF Air Tattoo, where they had a static display of two F-15SG fighter aircraft. For this visit, however, about 110 personnel and support equipment have ensured the F-16s have been flying nearly every day.

Base Commander, Group Captain (GPCAPT) Nick Olney, said it was important the RSAF was able to use New Zealand for training.

“Singapore has constrained air space and a relatively flat and geographically constrained terrain. Singapore therefore trains its crews in countries like Australia and the United States. New Zealand offers a vastly different training environment for the Singaporeans – in exactly the same way Singapore and South East Asia in general offer our forces a vastly different operating environment than at home in New Zealand.”

“Singapore has constrained air space and a relatively flat and geographically constrained terrain. Singapore therefore trains its crews in countries like Australia and the United States. New Zealand offers a vastly different training environment for the Singaporeans – in exactly the same way Singapore and South East Asia in general offer our forces a vastly different operating environment than at home in New Zealand.”

The training was a continuation of the two countries’ close ties, he said.

“We’ve been working alongside Singapore for decades now and have a great relationship through the Five Power Defence Arrangement.”

The detachment was for four weeks and a range of activities were scheduled to be practised, GPCAPT Olney said.

As announced by the Minister of Defence earlier this year, RNZAF Base Ohakea was working with the RSAF to see how feasible it would be for RSAF to base its F-15 jets there and this exercise was an opportunity to see how the aircraft integrated into the New Zealand environment and air space, GPCAPT Olney said.

“It’s a long time since we’ve operated our own fast jets here, and things have changed since we operated them – like airspace boundaries and Air Traffic management rules. Because Singapore has never had a fast-jet detachment in New Zealand before it is important we identify any constraints or limitations that these changes may have on operating fast jets in New Zealand again.”

The exercise spanned the length of the country and included low, medium and high level flying, navigation activities and operational profiles.
As a small country with limited airspace, Singapore will always need overseas training space to maintain our operational readiness.

During the four-week exercise in Ohakea, the RSAF conducted air-to-air and air-to-ground training in both day and night conditions. The RSAF’s deployment to Ohakea also supports the feasibility studies for the RSAF to conduct fighter training in New Zealand.

Singapore is a close defence partner with New Zealand, and we share a long history of operational and training cooperation. Overseas flying training in New Zealand will provide opportunities to enhance our ties, explore new ways of cooperation, and overcome the limited training airspace in Singapore.

* (extracted and attributable to the RSAF Facebook post dated 22 Aug 2017)
Seventy-five years ago our young airmen were performing daring deeds in the skies above Europe and the Pacific. At the start of WWII the RNZAF had just 756 full-time personnel and a handful of modern aircraft, but by 1942, it had transformed from a small force into one of more than 40,000 personnel, with many fighting alongside allied forces.

As the RNZAF expanded, it began to undertake operations in South-East Asia and the Pacific after the outbreak of war with Japan in late 1941. About 400 personnel took part in the attempt to defend Malaya and Singapore. Then in 1942, airmen from No. 3 Squadron arrived at Henderson Field on Guadalcanal to serve alongside US forces – with more New Zealand squadrons arriving over the following months.

The entry of the Air Force into the war was recounted at a memorial ceremony, held recently at Wellington’s Pukeahu National War Memorial’s Hall of Memories.

Rear Admiral (Rtd) David Ledson said it was appropriate that 1942 was recognised as the year New Zealand officially entered into the war because that was when the conflict moved from a European war to a global one.

“From 1942 the Air Force “moved to the offensive in the Pacific...and established a capability to respond to any Japanese invasion of this country”, he said.

“The historical record is clear on the Royal New Zealand Air Force’s service in the Second World War. The Hall [of Memories], other memorials, gravestones and official histories of New Zealand confirm that throughout that war, New Zealand air men and women made resolutely true the aspiration set out in the Royal New Zealand Air Force’s motto: Per ardua ad astra, Through adversity to the stars.”

The ceremony coincided with a memorial for the Battle of Britain, in 1940, where many New Zealanders played a key role. At least 130 Kiwi pilots took part and made up the third
It is a big task to protect sensitive areas which cannot have paint stripper applied.

largest national contingent in the Royal Air Force (RAF) Fighter Command after the British and Poles.

Air Vice-Marshal (Rtd) Robin Klitscher said the Battle occurred not long after the evacuation of Dunkirk.

“Britain was left with just a bit less than 3000 fighter pilots to try to achieve something that 300,000 soldiers from France and Britain had not been able to achieve. So it really was a turning point in history – and not just for the sake of winning the war against the Nazis - it also meant that later in the war, the Americans were able to use Britain as a stationary aircraft carrier and launch back into Europe.

“It changed the course of the war, as well as the popular view that it saved Britain from the Nazis.”

The Queen’s Colour and Squadron Standards were marched into the hall as the service began. One of those who took part in the event was Cadet Warrant Officer Ryan Dawson, who recited a poem written during WWII by an RAF airman, Herbert Corby.

He was hoping to join the Air Force after finishing with the Cadets next year and wanted to train as a helicopter loadmaster.

“It’s very special being here today. It’s really rewarding to be part of the opportunity to see cadets get to be part of the Colour Party, recite poems and lay wreaths.”

Corporal (CPL) Portia Havill also attended the service and said it was a great opportunity to recognise the service of those who had served before.

Looking to the future it’s important to remember and maintain the traditions of history and to hold true to the essence of who we are, while also striving to accomplish things in a more efficient manner with a continued spirit of rejuvenation.
A group of Royal Australian Air Force personnel travelled recently to Whakapapa Ski Field on Mt Ruapehu to be put through their paces in our snowy mountains. The aim was for the group to learn skills that would help them survive for an extended period in an alpine environment.

The course was designed to give them survival skills above the treeline environment, and the group of about 15 was taught what to do should their aircraft crash in an alpine area.

Course manager from Base Auckland, Sergeant (SGT) Iain Warren, said there were a number of skills the personnel needed to perfect.

“They learned how to do shovel-up shelters (making an igloo-type accommodation), how to move over mountainous terrain, avalanche awareness, how to dress appropriately, how to use a multi-fuel cooker and some first aid skills applying the priorities of survival in an alpine environment.”

They also erected tents and stayed in those and the snow shelter overnight.

“If it’s built correctly the shelter is more than adequate for a night on the mountain,” SGT Warren said. “They’re all hardened military types.”

The group was from No. 36 Squadron and would be deployed often to Antarctica, he said.

“This gives them that tick in the training box. They all coped fine and came out well at the other end.”
Extremely professional, friendly, knowledgeable instructors, great food and a FANTASTIC location. Not too sure about sleeping in the “ice caves” but was amazed at how strong they were the next morning when we had to break them up. It was “interesting” getting a “lava warning” in the middle of a lesson. To sum up, it was a great course and well worth the effort. We came away with a bunch of new skills and knowledge. Long may it continue.

Warrant Officer Paul Le Marshall

The Cold Weather Survival Course exposed us to an environment not easily accessible in Australia and highlighted how potentially uncomfortable a situation could become. The course was good fun and it was great to have access to instructors that had plenty of real experience in the cold weather environment.

Flying Officer Andrew Muhl

Thank you to the NZ Air Force for providing us the opportunity to attend the course. The training was great and we were all very impressed with the facilities and equipment. Building a snow mound and sleeping on the snow was something that we don’t get to do often in Australia! Thanks for the experience.

Flight Lieutenant Cameron Rabbett

RAAF personnel take part in cold weather survival training
Ten-year-old Alex Bowmar and about 220 schoolmates clapped, waved and shrieked in delight as one of the RNZAF’s NH90 helicopters landed on their school’s playground recently. The visit was prompted by a letter to the Chief of Air Force, written by Alex after he watched footage of the helicopters delivering aid to quake-stricken Kaikoura.

“I’m very happy. Dreams really do come true, though I still cannot believe it’s happening,” said Alex, a Year 5 student at Kelson Primary School.

“When I wrote that letter I hoped to give everyone in school a surprise. I wished so much that they would read my letter and have one of the helicopters drop by for a visit. So I am very happy that they did.”

The RNZAF sent one of the NH90 helicopters, which was on a scheduled training sortie in the area, to make a surprise visit to the Lower Hutt school last month.

The NH90 visit was originally scheduled in March but was postponed because of poor weather conditions at that time.

Chief of Air Force Air Vice-Marshal Tony Davies replied to Alex by letter.

“While I was unable to come along today, I have asked No.3 Squadron to drop into Kelson School with one of their helicopters to show you and your classmates around it,” he wrote.

“I wish you all the best for the future and it would be great to see you and your classmates in the Air Force when you have finished school.”

School principal Judy Pemberton said the staff members were thrilled when the NZDF contacted them to arrange the visit and struggled to keep it a secret from the pupils.

“It is a highlight for our year and something the children, staff and wider school community will never forget. We are very proud of Alex for his initiative to write the letter.”

Air Component Commander Air Commodore Darryn Webb, who was on the NH90, said he hoped the visit would encourage some of the students to consider joining the Air Force some day.

“It’s great to inspire others and help to make people’s wishes come true. It’s great to be able to showcase the Air Force of today to the next generation and hopefully ignite the same aviation spark.”

Alex said he and his younger brother James, 8, dreamed of becoming Air Force pilots some day.

“I’d like to fly planes and help people like they did in Kaikoura.”
Open Cockpit 2017 gets thumbs up

By Maryke Benadé, Communications Assistant, Air Force Museum of New Zealand

The Air Force Museum’s Open Cockpit experience held recently gave visitors the unique opportunity to climb on a wing, walk through a cabin and sit in the pilot seat of some of our iconic aircraft.

This year visitors could choose from the Supermarine Spitfire LF Mk.XVIE, North American P-51D Mustang, Curtiss P-40E Kittyhawk, Douglas C-47B Dakota, and the Bell UH-1H Iroquois.

The experience offered something for everyone - for some it was a bucket-list item to tick off, while others shared a family connection with a particular aircraft type.

For Brian Gollan, who served with No. 3 Squadron, it was his strong RNZAF connection. He attended the event as part of our Facebook competition and took in the view from inside the Iroquois, Spitfire and Mustang. Museum staff also enjoyed the opportunity to share their knowledge of our unique collection.

Proceeds from events like Open Cockpit help care for our collection and support free admission. To hear about upcoming events at the Museum, subscribe to our monthly e-newsletter: http://www.airforcemuseum.co.nz/subscribe

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
New Southern Sky Roadshow

20 November – 05 December 2017

The New Southern Sky (NSS) team is travelling around New Zealand in November to update you on the NSS Programme.

Get up to speed on all the initiatives, and ask the panel your questions.

Are you a flight training organisation, passenger transport operator, rescue service provider, IFR helicopter operator, recreational flier, airport or aerodrome operator, airline operator, air traffic controller or aviation engineering company?

Do you operate IFR, or use controlled airspace?

If the answer is YES then this roadshow is for you!

For more information and to register go to www.nss.govt.nz/events or contact us on nss@caa.govt.nz

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RNZAF Journal Volume 4: Call for papers

The RNZAF Air Power Development Centre (APDC) is calling for air power related papers written in an academic style of 2000 to 5000 words length for inclusion in the RNZAF Journal. Papers may be submitted in Microsoft Word format at any time from now until 31 January 2018 to the following e-mail address: ohapdc@nzdf.mil.nz.

Author’s requiring guidance on selecting a topic, or who prefer having a question to evaluate may contact the APDC directly.

Papers must be the author’s original work using the Chicago referencing style including footnotes and bibliography. Dual authored papers are acceptable. Submitted papers should not have been previously published in any Journal. Only unclassified material is to be used when writing papers. The RNZAF Journal Review Board will consider papers for publication.

The APDC is also calling for military aviation book reviews. Contemporary or historical book reviews are acceptable of 300 to 500 words length for inclusion into the RNZAF Journal.

The RNZAF Journal Volume 3 may be found at: http://www.airforce.mil.nz/about-us/who-we-are/apdc/APDC Phone: 368-7780 or 06 3515780
Volunteer work has no borders for RNZAF engineer

By Rebecca Quilliam

Flight Lieutenant (FLTLT) Emily Ward is taking 13 months of unpaid leave from the Air Force to work for a not-for-profit organisation in Cambodia. Her work as an engineer will be put to amazing use helping a country that has endured more suffering than most.

FLTLT Ward will be leaving New Zealand this month to volunteer with Engineers Without Borders Australia. Her role in the Southeast Asian kingdom will involve working on “inclusive design and accessibility” for physically disabled people.

“I will be working on a project that is around a wheelchair-friendly Tok Tok. They already have a design but it needs refinement, so my role will be mentoring and coaching local Cambodians to develop and manufacture that design.”

Engineers Without Borders provides education and empowerment rather than solutions for local communities, to enable them to find their own solutions. FLTLT Ward said she will be working in partnership with skilled Cambodian engineers and technicians.

As well as the Tok Tok work, she will also be teaching local engineers and architects about inclusive design, which is a vital concept in a country with many of the population seriously injured by mines left over from the Cambodian-Vietnamese War that lasted from 1979 until 1991. That war had immediately followed a four-year genocide campaign led by the Khmer Rouge.

Volunteering was about using the opportunities that had come her way and sharing her knowledge with people who might not have had those same experiences, she said.

“That’s my selfless reason, but my personal reason is also to gain a different perspective and develop people skills from a different culture.”

FLTLT Ward was looking forward to seeing the high level of innovation and resilience the Cambodian people are known for.

“The culture will be a completely new experience and I can’t wait to immerse myself in it – see the architecture, taste the cuisine and make friends. It will be a life-changing experience.”

She had been volunteering with Engineers without Borders New Zealand the past year in Palmerston North. That was where the idea was formed to volunteer abroad. The experience gave FLTLT Ward a solid foundation of humanitarian engineering knowledge.

The RNZAF had been very supportive of her decision to undertake the volunteer work, she said.

Engineers Without Borders Australia’s international programme is funded by the Australian Government aid programme and supporters. If you wish to support FLTLT Ward through the organisation, you can donate to her Give A Little page: https://givealittle.co.nz/cause/engineeringforsocialchange.
“Is there anything of note missing?” the dispatcher asked. We had just been broken into – the rooms were a mess, drawers emptied, wardrobes pulled apart and items strewn everywhere. I glanced over to my bed, where I saw the trinket box, which held some of my most precious items, sitting open and empty. The dispatcher asked if I was okay, as a small wail escaped my lips. I ran to my sister’s room, my heart sank and tears began to form – “they’ve taken our late father’s military regalia”.

Earlier this year the home of Grace and Hannah Cocker, in residential Auckland, was broken into. The objective appeared to have been petty theft, but the impact on the sisters was significant and struck right to the heart. They expressed their emotion across social media and it was heard – friends, colleagues and associates of their father, the late Warrant Officer (W/O) Mike Cocker, stepped up with the Missing Wingman Trust to try to ease their hurt.

“Being robbed is a harrowing and violating experience, especially when you are unsure whether they will strike again,” Grace said.

Watches, laptops, speakers, jewellery, gaming equipment, suitcases and handbags were among the items stolen, she said. “Thankfully we are insured, and all those material items are easily replaced.”

But the most painful part was that the thief stole precious items worth no monetary value – the sisters’ father’s ribbons and dog tags.

“What angered us the most was knowing the people who decided to target our house would most likely have chucked these out, after realising they brought no financial gain,” Grace said.

The Missing Wingman’s Trust and RNZAF family saw the family’s plea for the items’ return and quickly got in contact to organise replacements.

“Tears of sadness turned into ones of relief, knowing we would soon be reunited with ribbons to hold and pass on through our future children,” Grace said. “W/O Jake McPhee, from the Missing Wingman Trust, astonished us by not only organising their replacement but managing to ensure we received new dog tags – something that took us by surprise.

“There aren’t enough words in the English language we could use to thank everyone involved in helping us during this time – it truly has been remarkable. The Air Force has always prided itself in looking after its own and our Dad would be so proud and chuffed to see his comrades/mates/brothers in arms step up to help his little girls.”

W/O McPhee said the trust’s ability to ‘Engage and Act’, in a quite simple way, had meant a lot to the young women and showcased the commitment of the RNZAF, NZDF and Missing Wingman Trust to come together and lend a hand.

“We acknowledge that the replacement medal ribbons and dog tags aren’t the ones that Mike wore close to his heart, but they do come with the support and love of those who remain,” he said.
HELPING THE NEIGHBOURS

Operations other than war

Operations other than war are those conducted in hazardous circumstances to relieve distress and improve security in a place where the local civil administration has broken down because of conflict or natural disaster. They include evacuation, humanitarian aid, and peacekeeping.

Air Power in Action
A New Zealand Defence Force (NZDF) team of 24 athletes has left for Canada to compete at this year’s Invictus Games following a year of training.

The Invictus Games is the only international adaptive sporting event for wounded, injured and ill active duty and veteran service members. This year’s event, in Toronto, will be the largest yet, with 550 ill and injured servicemen and women from 17 allied nations competing in 12 adaptive sporting events.

NZDF team vice-captain Flight Lieutenant (FLTLT) Jules Gilligan said the training had been stepped up in the past few months and a deeper understanding of the Invictus Games journey had also come to light.

“The courage of the people who are Invictus, and their Invictus spirit, has made such a big difference to my perspective of this journey,” FLTLT Gilligan said.

“My vision and outlook have changed, particularly recently. I have learnt a lot in the past year since joining the Invictus family.”

After dealing with breast cancer and suffering a severe wrist injury, she is looking forward to representing the NZDF overseas.

“Invictus for me is about challenging the circumstances life has given and adapting my life and overcoming it. It is about stepping out and taking the risks needed to move forward,” she said.

Adaptive sport allows those who have been wounded, injured or ill as part of their service to our country to look forward and focus on the possibilities.

FLTLT Gilligan said she was looking forward to meeting other competitors and learning about their journeys.

“I am really looking forward to seeing others’ courage and their Invictus spirit, as well as opening new networks and building friendships,” she said.

“The opportunity to represent my Defence Force and my country are huge honours. I am humbled to be given a place and I want to take away all I can from the Invictus experience to shape the rest of my life.”

The NZDF team is sponsored by the Auckland RSA, Christchurch Memorial RSA, Fulton Hogan, BLK and Offlimits Trust.

Photo: Members of the NZDF Invictus Games team at a wheelchair rugby practice
It has been a busy period for Air Force clothing during the past year and the momentum is not slowing. This is part one of an update on Air Force clothing, with more information around policy updates and exciting new uniform projects and initiatives coming in later editions of the Air Force News.

The focus on our operational roles and aircrew uniforms has been at the forefront in projects.

There are several projects under way looking at updating our aircrew clothing. Many of you may have seen a few trial garments being worn by some of our squadron aircrew and this has been all part of us moving to an approved aircrew layering system.

So, what is new?

Some eagle-eyed readers may have noticed the aircrew of No. 3 Squadron wearing some new flying clothing in recent photos and publications. It doesn’t look like our traditional uniforms, but there are some sound reasons behind the fabric.

A project is under way to replace the legacy East Timor-era flying gear with a new integrated system of highly specialised, cutting-edge flying clothing. No. 3 and No. 40 Squadrons and a few aircrews around the bases are trialling items ranging from next-to-skin layers to extreme wet/cold weather outer layers.

Because of the specialised nature of the clothing required for military aircrew and the versatile nature of our operational squadrons, the RNZAF has searched far and wide to find the best and most cost-effective solution to the problem.

The off-the-shelf clothing items selected for the trial use technologically advanced, lightweight fabric to provide aircrew with comfortable, fire-retardant protection across the full range of environmental conditions that our squadrons operate in.

As well as providing environmental and fire protection, the future flying clothing also aims to maximise camouflage effectiveness to increase aircrew survivability on the ground in hostile environments.

The camouflage pattern being trialled by No. 3 Squadron is the internationally recognised Multicam pattern by Crye. This pattern is a combat-proven performer across a wide range of environments, meaning aircrew would not require alternate clothing to retain camouflage effectiveness in most deployed locations.

Additionally, a nearly infinite range of off-the-shelf equipment is available in Multicam. This means that the best clothing and associated kit can all be procured in a common pattern for a modern and professional uniform look regardless of the weather conditions.

The flying clothing project is still in the trial and evaluation phase, with the wet/cold weather layers being the highest priority.

Hot weather and duty uniform/flight suit options will be evaluated next. This is an exciting development that will help to ensure that all of our operational squadrons are truly modern combat-capable units that are ready, resilient and internationally respected.

Air Force clothing is something we should all be proud to wear and we want everyone to know we are the Royal New Zealand Air Force in all that we do (and wear), in country and overseas. Your input and involvement is therefore important.

For any Air Force clothing queries, email “RNZAFClothing” or RNZAF Clothing Manager, F/S Shar Carson.
Taking Care of our Mental Health

Mental Health Awareness Week (9–15 October) is when we should take the opportunity to reflect on our mental wellbeing and the wellbeing of those around us, and consider what we can do differently to help us stay at the top of our game.

Our mental health affects how we think, feel and act on a daily basis and influences how we handle stress, make decisions, perform our jobs and connect with others. None of us are immune to mental health issues. According to the Ministry of Health, one in five New Zealanders will experience mental illness or addiction in any one year, and one in six will report a diagnosis of anxiety or depression in their lifetime. Challenges to our mental health are a normal part of life as we navigate life’s challenges, in our personal life, at work, or both.

Read stories from some of our people about their experiences here: http://orgs/sites/nzdf-mh/lp/our-stories.aspx

There are lots of tools we can use to help manage these and lots of places where we can go for more information and help if we need it.

For information on ways to support your mental wellbeing or where to find help for yourself or others, visit the NZDF Mental Health Toolkit, http://orgs/sites/nzdf-mh/default.aspx

We don’t treat mental health the same way as physical health but we need to. We’ll go to a doctor if we sprain an ankle but if we aren’t sleeping properly or flying off the handle at work and at home, things will usually need to hit some crisis before we ask for help. Sometimes we don’t ask for help because we don’t recognise we have a problem, or we don’t think it’s a biggie and we can sort it ourselves. Most of us don’t want to be a burden or the centre of attention, and we may also be worried about what others might think and how it might affect our career. We forget that sometimes we can’t go it alone and that seeking help early will help get us back at the top of our game more quickly. It’s a sign of strength to call for reinforcements when we need them and to check in with others when we are wondering if something is up.

Where to go for help

Talk to someone – a mate or a family member, or your boss, or make an appointment for a chat with your camp or base chaplain, psychologist, social worker, or a member of the Health support team. Or check out the NZDF Mental Health Toolkit, which has a list of helplines and support resources you can go to if you don’t feel comfortable approaching the NZDF for help.
NZDF Mental Health website
Here you can find a range of self-management resources and information about recognising the signs of mental health issues (what we are feeling, thinking and doing), how to take action, and where to go for help if you need it: http://orgs/sites/nzdf-mh/default.aspx

The Mental Health Pocketbook
This includes a list of signs that indicate when we are not going okay, as well as tips and help resources. You can find a copy on the Mental Health website, or at libraries and Health Treatment Centres.

Leaders’ Toolkit
This provides tips for leaders about maintaining positive mental health in the workplace. We don’t need to be in a formal leadership role to be a leader. This guide includes information about how to recognise the signs that people are not going okay, and what you can do to support them. The Leaders’ Toolkit can be found on the Mental Health website resource page and HR toolkit. 0800 NZDF4U

The number is a 24/7 confidential helpline service (0800 693 348 or 0800 189 910) that offers telephone support for all members of the NZDF, veterans, and their families. It’s staffed by trained, external health professionals. If the help you need can’t be provided over the phone, follow-up support can be arranged using an external provider (up to three funded, confidential sessions).

If you are a civilian
You can also contact EAP (Vitae) directly, on 0508 664 981, or find out more about EAP on the HR Toolkit at http://orgs/imx/hr-toolkit/LP/ww_w_ws_eap.aspx.

If you are a veteran
You can call 0800VETERANS. If you are a family member Check out the Force4Families website: www.nzdf.mil.nz/families/default.htm.
In an emergency, call 111.
The New Zealand Defence Blacks downed the Australian Defence Force rugby team last month in a second half romp that capitalised on a wide-running game plan and Australian fatigue.

The Blacks won 39-14 at Trentham’s Davis Field on 25 August, titling them champions of the Cubic Military Tri-Nations Rugby Tournament between Australia, New Zealand and France. Earlier in the month New Zealand had defeated France 18-15, while France had beaten Australia 20-10.

New Zealand led Australia 11-7 at the break but had spent much of the first half frustrated for possession and territory, with Australia capitalising on turnovers, their stronger scrum, near flawless lineout possession and a taste for pick-and-go charges near the New Zealand tryline. Blacks captain RNZAF Corporal Ben Wyness put the first points on the board with a penalty kick but Australia, receiving a penalty in a similar position, opted to kick for touch and were rewarded with a converted try after a series of charges. Australia enjoyed the bulk of penalties, but turned down any goal-kicking options in favour of field position or scrums to get themselves near the Black’s 22 and pushing New Zealand’s defence. However, a penalty in New Zealand’s favour 13 minutes before half-time saw Wyness lining up the Australian posts with no hesitation, closing the gap to 7-6.

The Black’s first try came after Australia kicked clear from their try line. A quick throw in from the side and a series of passes on the right wing saw Sapper Jared Deal touch down. The try, unconverted, put the Blacks ahead 11-7 and invigorated them, prompting an almost-try after an inspired run by Leading Aircraftman Patrick Tafili-Reid set up Able Marine Technician Odin Robinson on the wing, who was forced over the side several metres short. A kicking game ensued in the close of the first half, with Australia opting for their pick-and-go to get over the tryline, only to have their ball carrier held up by New Zealand.

The Blacks looked like a team with a mission in the second half, and in a mood for a passing game. Twelve minutes in, the Blacks snared a ball in field after Australia attempted to kick clear, and following the tackle the ball was launched in a series of passes to the left wing, catching out the Australians and allowing Lance Corporal Tafa Tafa to cross, which Wyness converted. Australia continued with their tactics, but it was the turn of New Zealand to capitalise on turnovers and Australian errors, testing the Australian defence with short kicks forward and securing the
ball. The Blacks were held up over the Australian line, but a five-metre scrum saw a quick pass to Corporal Tainui Woodmass for the try, which Wyness again converted, bringing the score to 25-7.

Australia rallied with a series of charges near New Zealand’s line, gaining a penalty try after New Zealand infringed. The Blacks won a turnover shortly after the kickoff, with Tafili-Reid again breaking clear. A scrum five metres from the Australian line saw Sergeant Hamiora Thomas almost jauntily jog over the line on the blindside. Wyness converted again, bring the score to 32-14.

The closing minutes saw Australia working hard to stem the flood. A misjudged lineout throw for Australia saw the Blacks secure the ball and kick wide for position, with a lone Australian securing the ball but penalised for not releasing. A superb cross-kick from the scrum floated the ball neatly to the left wing and into the hands of Tafa, who crossed again for a converted try just before full time.

Wyness, who kicked 14 points, said they had been frustrated by Australia’s game in the first half, and discipline was letting them down. “We needed to stick to our game plan. But to still be up at half time was a big confidence booster. We just needed to cut out the penalties. We just wore them down.” He said the team had a pool of enormous talent. “Once they got tired, we had a lot of fun out there. It’s a privilege to able to do this. It’s not often you get to play an international match with guys you serve with.”

The win means the Defence Blacks are the holders of the Anzac Cup, which is contested between New Zealand and Australia, and the Chief of Defence Force’s Challenge Cup, which is on the line any time New Zealand play another team in New Zealand.

Cycling Inter-Services Competition and Lake Taupo Cycle Challenge (LTCC) 24 – 25 November 2017

Friday 24 November 2017:
NZDF Cycling Inter-Services competition

Criterium contested between NZ Army, RNZN and RNZAF riders 1800hrs Friday night around a 1.3km circuit of Taupo’s CBD. Come and support your favourite Service.

Saturday 25 November 2017:
Lake Taupo Cycle Challenge

The annual iconic cycling event held in/around Taupo. Multiple challenges include:
Road: 160km Round the Lake, 80km Half the Lake, 40km Quarter Lake & 5km Heart Kids
Off-Road MTB: 85km, 60km, 35km & 16km Challenges.
Challenge your mates, challenge yourself.
Visit www.cyclechallenge.com for detail

Discounted entry fees available for NZDF employees, families and supporters.

For the NZDF Discount Code and more information on the NZDF related activities contact:
Dean Hodgson (dean.hodgson@nzdf.mil.nz)
Fay McGregor (fay.mcgregor@nzdf.mil.nz)
LTCR Rowan Brown (rowan.brown@nzdf.mil.nz)
or F/SGT Jed Lloyd (jed.lloyd@nzdf.mil.nz)
Formation flying is a core military skill used for mutual defence, concentration of air power and ceremonial events.

Photographer
LAC Vanessa Parker

Air Power Quiz

Q1: What is the typical radius of action for the P-3K2?

A1: 1850km with four hours on station.

Q2: What was the first battle honour for 75 SQN?

A2: Home Defence (United Kingdom) 1916-18. Original RAF battle honours were maintained on transfer of 75 SQN to R NZAF.

Q3: What is a battle honour?

A3: An award to commemorate any notable battle, action or engagement in which aircrew played a memorable part.

Q4: What role does the RAAF EA-18G Growler carry out in air warfare?

A4: Electronic air attack to disrupt, deceive or deny enemy military electronic systems.

Q5: Aircraft were used to release torpedoes in WWI. True/False?

A5: True.

Q6: Who was NZ’s first military aviator?

A6: Lieutenant William Burn, who graduated from the Royal Flying Corps in 1914.

Q7: A characteristic of air power is impermanence. What does it mean?

A7: An aircraft can only influence through its presence for the short duration it is on station.

Q8: Where was the RNZAF’s most northerly flying station in NZ during WWII?

A8: Waipapakauri, north of Kaitaia. Used for transit of aircraft flying to the Pacific War and base for reconnaissance aircraft.

Q9: Who said: “Know your enemy and know yourself; in a hundred battles, you will never be defeated.”


Q10: What is the maneuverist approach to warfare?

A10: Using the indirect method to defeat an adversary’s will to fight, which seeks to negate their strategy through creative effects against critical vulnerabilities.

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

ANSWERS
The AIR FORCE In Concert

St James Theatre
29th October 2017
2:30pm

Tickets Available From Ticketek*

*booking fees apply