SOUTHERN KATIPO – THE FINAL PUSH
AIRMAN OF THE YEAR ANNOUNCED
FIRST TEXAN-TRAINED PILOTS GRADUATE
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.

Published by
Defence Public Affairs
HQ NZ Defence Force
Wellington, New Zealand

Editor
Rebecca Quilliam
Ph: 021 653 577
Email: airforcenews@nzdf.mil.nz

Design and Layout
Defence Public Affairs

Printed by
Bluestar
Private Bag 39996, Wellington

Distribution
Email: airforcenews@nzdf.mil.nz

Air Force News is governed by an Editorial Board. Views expressed in the Air Force News are not necessarily those of the RNZAF or the New Zealand Defence Force. Defence regulations over-ride all content in the Air Force News. Editorial contributions and ideas are welcomed. They can be emailed directly to the Editor and do not need to be forwarded through normal command chains.

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

Contribution deadline for the February issue
10 January, 2018

Air Force News will hold the copyright for submitted articles or photographs it publishes. Articles and photographs published in Air Force News cannot be published elsewhere without permission.

ISSN 1175-2327

CONTENTS

14 Airman of the Year, A/SGT Carlin O’Neill
16 Air Force Band Concert
32 Festival of Rugby League World Cups
24 Working the First Military Working Dogs
25 Our Heritage
26 History in Uniform
28 Literature
32 Sport
35 Photo of the Month

04 Southern Katipo
10 Surviving Antarctica
12 Pilot Graduation
14 Airman of the Year
15 No. 40 Squadron Antarctic Award
16 Air Force Band in Concert
18 Looking Back at 2017
20 Merry Deployed Christmas
22 Happy Birthday Tūrangawaewae

Cover: Ex Southern Katipo, Photographer PO Chris Weissenborn
Chief of Air Force, Air Vice-Marshal Tony Davies

While reflecting on 2017 and our 80th year as an Air Force I’ve had a sense of pride in our accomplishments and thankfulness for the members and supporters of our team. In the best tradition of the RNZAF, we’ve rolled our sleeves up and got stuck in to get the job done.

I thank each and every one of you, our service personnel and civilian staff, for your efforts throughout what has been a great year for the RNZAF. Your often unseen hard work, innovation, and creativity throughout the year has enabled us to enjoy some exceptional progress and achievements in our service to New Zealand. Thank you for making 2017, our 80th year, a memorable success. Next year will undoubtedly bring its own challenges, but as masters of the air domain our main focus remains unchanged – in delivering air effects to support New Zealand’s interests.

Can I also extend my thanks to your family and friends, as well as our industry and support partners, who all play a crucial role in keeping the Air Force running. Know that your support is foundational to our service personnel and the RNZAF at large – we couldn’t do this without you.

The New Year will also bring with it a changing of the guard for both our Warrant Officer of the Air Force (WOAF) and Airmen of the Year (AoY). During his tenure as WOAF Warrant Officer Mark ‘Shark’ Harwood has been a servant and voice for you all. Similarly, Corporal Keisha Malone, our 2016 AoY, has championed our Air Force as a fine ambassador. Thank you both for your considerable efforts and we welcome your respective replacements, Warrant Officer Toni Tate and Corporal Carlin O’Neill, into these roles for 2018.

To those who are deployed or on duty during the Christmas season, my personal thanks for your efforts and we look forward to your reunion and well-deserved break in the near future.

Finally, stay safe. I look forward to your return in the New Year with optimism and recharged energy, being renewed and ready for the opportunities that 2018 will present.

Enjoy a safe, relaxing and enjoyable break over the Christmas period.
A six-week multi-service, multi-national exercise that encompassed much of the top of the South Island has come to a successful conclusion. Working alongside the military forces were non-government organisations, government agencies and local volunteers. It was a massive effort that reaped enormous gains for all who took part.

A multinational coalition of 2500 personnel from 13 countries, backed by amphibious ships, aircraft and armoured vehicles, were deployed to the South Island for the NZDF’s biennial exercise.

In the exercise scenario, the top of the South Island was recast as the fictional South Pacific country Becara, where unresolved ethnic rivalries between the country’s Wesso majority and Havo minority exploded into a new wave of violence two years after a multinational force led by the NZDF helped restore peace and stability. Becara again sought international assistance and New Zealand came to the aid of its South Pacific neighbour and led the multinational Combined Joint Task Force.

Major General Tim Gall, the Commander Joint Forces New Zealand, said most operations required the collective capabilities of many military and civilian partners to succeed.

“We operate as part of either a military or other government agency coalition in nearly everything we do, and the challenges posed to exercise participants simulate those that we encounter in operations.”

About 12 non-government organisations (NGOs), including Oxfam, the International Committee of the Red Cross, and Childfund International, worked alongside the NZDF and government agencies including New Zealand’s Ministry of Foreign Affairs and Trade and Ministry of Health and Australia’s Department of Foreign Affairs and Trade to evacuate displaced civilians.

Mark Mitchell, of Caritas Aotearoa New Zealand, said the exercise presented a realistic scenario where people had to flee and NGOs, government agencies, and military members worked together to register, harbour, feed, support and provide security to volunteer refugees.

“The training opportunity was valuable in helping learn how to coordinate efforts and communicate with each other.”

It was Acting Corporal (A/CPL) Dan Wilks’ first experience on exercise and he found himself embedded at the heart of the New Zealand headquarters at Omaka, near Blenheim.

The 19-year-old’s role as a watchkeeper was to keep an eye online and monitor restricted air space. The experience he gained was immense.

“It’s an amazing experience and really cool to see the guys with years of experience. I’m just soaking up as much of it as I can,” he said.

He recommended other new recruits “embrace” being part of an exercise if given the opportunity.

“Take as much of it as you can and don’t be afraid to go in 100 per cent. If you take it like that, it will help on the other side.”
Up Tempo at Air Movements

By Rebecca Quilliam

When nearly a dozen extra international aircraft joined our own fleet to take part in Southern Katipo, they all needed somewhere to park, have flights coordinated and personnel to load them up. That all meant a high tempo at Air Movement terminals at Base Woodbourne and Base Ohakea.

“Woodbourne would normally deal with one flight on a Monday and one on the Friday and a few in the middle. It’s increased about ten-fold.” Sergeant Hoff Nikoloff has been working at Base Woodbourne’s Air Movements for the exercise and said the tempo was hectic.

“I don’t know how many during those first two or three days. It was busy, it was good. The aircraft were delivering troops, vehicles, freight, food – anything that needed to come in by air was coming in through us.”

The story was similar at Base Ohakea. Squadron Leader (SQNLDR) Mark Davies said the team was working with French, Australian and American movement personnel.

“It’s probably about four or five times busier than it would normally be and they are moving things that they would not normally move and larger quantities of everything that we would normally move. So it’s been a bit of a challenge, but we’ve coped with it really well.”

At busiest, the unit was topping about 20 working hours a day, he said.

One of the more unusual items being flown into exercise was blood.

“It’s to test whether the system could do it. It’s been good to think about how we could do it and make sure it gets to the destination in the condition that it needs to be in.”

Air Movements staff from Auckland, Ohakea, Wellington, Woodbourne and Christchurch were deployed on the exercise. Joining them, for the first time, were Army Movements Controllers from 5 Movements Company.

“It’s a good test to see how well Army and Air Force work under one command and it’s turned out to be a fantastic experience and everyone’s enjoyed it – it’s working out really well,” SQNLDR Davies said.

Ohakea Base Commander Group Captain Nick Olney said the base was working at a high tempo to work with the day and night flights.

“It’s been great few weeks. Ohakea has been right in the thick of the activities for the exercise. In addition to our normal roles, we are supporting the exercise as a mounting base, we’re hosting Mounting Headquarters, we’re running air operations through the Tactical Operations Centre, we’re supporting the visiting transport fleets with a fixed wing transport centre, and we’re also a key component of the logistics hub with the Joint Movements Unit operating out of Air Movements. It’s a great hive of activity.”

In the first five days of exercise Woodbourne moved by air:

525 passengers
10,168 lbs of bags
211,079 lbs of freight

By the end of the exercise, the total Woodbourne moved by air:

1538 passengers
34,053 of lbs bags
655,737 lbs of freight

LAC Farrell calculates restraint for a forklift at Air Movements Auckland
Nestled on a remote field, surrounded by wineries south of Blenheim was where No.3 Squadron had set up camp and parked their helicopters. The site was a hum of activity during the exercise and the sound of rotors became a regular feature among the lush vineyards.

The squadron was a big presence at Southern Katipo and worked with Army, Navy and civilians. The crews flew troops in and out of theatre including conducting an amphibious lodgement from HMNZS Canterbury.

NH90 pilot Flight Lieutenant (FLTLT) Andrew Stewart said the team was about to push across to Westport, in more of a war fighting function, instead of the peacekeeping role it had been in so far with the operation.

He expected that would be the time when they would start training with one of their new capabilities – guns fitted to the aircraft.

“The guns are there to be used – but as a last resort. We’ll always try not to use them.”

The squadron had been extremely busy throughout the exercise and flying every day, he said.

“They’ve had all our helicopters in the air – so three NH90s and an A109.”

The crews had also been undertaking embarked training off HMNZS Canterbury, FLTLT Stewart said.

“They flew more than 100 people from the ship to Kaikoura. It’s a new capability we’re starting to release – it’s a good environment to be able to do that.”

The team at the camp was made up of the maintainers, refuellers, Force Protection and people who looked after electronics and water.

“It’s a massive footprint for four helicopters and they’ve been putting in some long hours,” he said.

Working alongside No. 3 Squadron are dog handlers from the Australian Defence Force.

Sergeant Glen Wallace said it had been great working with the RNZAF Force Protection.

“We’ve been accommodated very well by the New Zealanders and the handlers and their dogs are doing their role – assisting and protecting the rotary wing.”

“We’ve got two Australian handlers and dogs working with two handlers and dogs on the New Zealand Defence Force. We have very similar dogs and the training is similar.”
Gender Advisors
Enhancing Military Operations and Planning

By Rebecca Quilliam

A conflict or natural disaster affects men, women and children in profoundly different ways. During those challenging times, a gender advisor ensures a voice is given to all and recognises that women and girls are at higher risk of experiencing sexual and gender based violence. Wing Commander (WGCDR) Jennifer Atkinson has taken on that role and has been advising the command team at Southern Katipo. She tells Air Force News about the types of issues that could crop up.

Southern Katipo 2017 was the first time the New Zealand Defence Force had officially deployed a gender advisor on exercise.

WGCDR Atkinson explained that the Gender Advisor was part of the Commander’s Advisory Group, tasked with embedding a gendered perspective across the operations. She explained what this would look like in practise.

“During one of the operations where they had to evacuate New Zealanders from Becara to New Zealand I would listen to all the planning and have some thoughts about some of the things they might have missed.

“These included if the team had a room for mothers to breastfeed, or a parenting room for any of the parents. What if we have some who’s close to 40 weeks pregnant, because this is not a normal flight – this is an evacuation – do we have medical people? How are we going to deal with that? It’s about making the plan better.”

If we don’t take the different experiences of men, women, boys and girls into account then we can’t plan and carry out the most effective response, she said.

New Zealand has signed the United Nations Security Council Resolution 1325 on women, peace and security. This resolution specifically seeks to protect women and children from gender and sexual based violence, prevent further violations and include women as active participants in resolution. New Zealand has also developed a national plan that specifically outlines the role of the Military to ensure that NZDF operates in alignment with the United Nations Security Council Resolution 1325.

“There is a big focus on females, but because it’s a gender issue, I’ll also look at a situation and say what this means for men and what does this mean for boys as well,” WGCDR Atkinson said.

“People say ‘I’m just trying to provide food and aid after a conflict or a disaster, this whole gender thing – can we deal with that later?’ And my response is no you can’t because when you look at who the people are who are lining up for food, you’ll probably find that they are males. So the males are getting the food, so how do we know the families – because it’s the women who typically look after the children – are getting the food too?

“It’s not an afterthought – it needs to occur during planning and during the operations otherwise you’re not going to be able to provide the service, support and protection for all the people in the country that you’ve been deployed to.”
One of the many international aircraft to take part in Southern Katipo was the Royal Australian Air Force’s (RAAF) C-27J Spartan. It kept busy during the exercise, flying between Ohakea, Woodbourne and Westport on dozens of sorties. Air Force News editor Rebecca Quilliam jumped on board during one of its flights to check it out.

Watching the Spartan land at the RNZAF Air Movement terminal at Wellington was a bit of a thrill. It isn’t as hefty as our own C-130 Hercules, but it was sturdy, compact and, in my opinion, endearing.

The first thing to strike me was the steep take-off. When it takes off, it does a 5000ft per minute rate of climb before levelling off – which I was told meant it had a 1:1 ratio, for one mile it can climb about 1000ft up to about 15,000ft.

As it takes off, its nose lifts 20 degrees up, which is about double that of a take-off angle by a domestic Boeing 737 flight. Spartan pilot Flight Lieutenant (FLTLT) Jason Meyers said the aircraft lives up to its name by being quite aggressive.

“It’s got a lot of power behind the two engines,” he said.

“It’s very similar to the C-130J and we can carry up to 4500kg. With a moderate payload, we can fly up to five or six hours.”

He described the Spartan as the RAAF’s workhorse and its capability and diversity was now being realised.

The Spartans are relatively new to the RAAF, which has ordered 10, with a couple more to still arrive from the United States.

FLTLT Meyers said he had enjoyed flying the aircraft in Southern Katipo.

“The crew has enjoyed mountainous terrain and terrible weather – which seems to be constant in New Zealand,” he joked.

Loadmaster Sergeant (SGT) Daniel Saunders said the team had been working hard during the exercise.

“We’ve been moving a lot of packs, a lot of troops in flying order – people with weapons and ammunitions – and dangerous goods as well.

“We’ve also been doing a lot of landing without shutting the aircraft down – getting people on and off safely in those conditions.

The team had been able to practice low-level flying with the ramp lowered.

“Once we’ve put on the harnesses, we sit down the back and the loadmaster has the best view in the house, no doubt about it,” SGT Saunders said.

Once it is up to full operational capability, the aircraft’s main role will be as a battlefield airlifter.

That will give the RAAF the ability to fly troops into those hard-to-reach places that the bigger aircraft, such as the C-130J, can’t get into.
Students Schooled on the Seasprite

By Rebecca Quilliam

“New Zealand doesn’t go to war, we go to help.”

That’s the impression of the New Zealand Defence Force for one of the students at Queen Charlotte College in Picton, who gathered around a Seasprite SH-2G(I) that had just touched down on his school field.

The helicopter, crew and Task Force Commander Commander Brigadier (BRIG) Mike Shapland visited the school during Southern Katipo.

“It’s pretty cool, I was talking with the pilot before and it was really good talking to him and seeing the helicopter is pretty awesome and seeing how it all works,” Year 13 student Alice Overend said.

The 17-year-old wants to join the Navy as a warfare officer.

“I did a programme through school and the police called Cactus, that’s run by the Air Force and the police, which is like a boot camp and I really enjoyed the discipline and the physical challenges.”

School Careers Advisor Megan Bruce was thrilled when she was contacted about a military helicopter landing at the school.

“I was really excited, we want to develop a close relationship with the New Zealand Defence Force and to have them in our school a lot more regularly. It’s been a while since we’ve had a helicopter at the school – so obviously everyone is excited about that.

“We’ve got quite a list of kids who are interested in this field and we want to make that bigger and really tap into the younger students as well. It’s really special – we’re really lucky.”

BRIG Shapland said it was beneficial to engage with the community.

“Part of our missions overseas are about engagements and mixing with the locals, getting their trust, understanding what we’re doing and why we’re here – and this is just part of it. The kids are excited and there might be an offshoot that some might want to join us at some stage.

“People are really interested in what we do and we need to meet them to give them opportunities to understand what we do and how we can help New Zealand and our allies.”

Seasprite pilot Lieutenant Commander George Hahn said it was “always amazing” to visit schools.

“It surprises you sometimes because you get so used to flying helicopters and doing this for a job, then when you come and see the absolute excitement on people’s faces and the chance to go and have a look around a helicopter, then it reminds you how cool your job is.”
Operations

RNZAF’s biggest operation this summer begins

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

The RNZAF’s first flight to Antarctica for the 2017–18 summer season arrived late last month, bringing 90 New Zealand and American scientists, support staff and 12.5 tonnes of payload to the world’s most important natural laboratory. The Boeing 757 flight marks the start of the NZDF’s biggest operation this summer.
The NZDF has been supporting Antarctic science through the Joint Logistics Pool over the past 52 years,” Joint Forces New Zealand Commander Major General Tim Gall said.

“Every year, we deploy our aircraft and up to 220 of our personnel to help advance globally important research that has been key to understanding how our world works and the impact of human activity upon it.”

NZDF Senior National Officer in Antarctica Lieutenant Commander Ross Hickey said the RNZAF planned to fly 11 strategic airlift flights this summer – five Boeing 757 flights and six C-130 Hercules flights – to bring scientists and equipment needed to support New Zealand and United States research programmes on the continent.

Antarctica New Zealand Chief Executive Peter Beggs said the NZDF had been an integral part of the New Zealand Antarctic programme since the Royal New Zealand Navy supported Sir Edmund Hillary and his team when they established Scott Base 60 years ago.

“NZDF support has been an integral part of our logistics and science efforts. It is a highly valued contributor to our joint logistics arrangements with other Antarctic nations, particularly the United States,” Mr Beggs said.

In preparation for the start of its annual airlift mission to the ice, the NZDF conducted a survival training course in Antarctica in late October.

Battling temperatures as low as -31C, seven aircrew and two survival training instructors from the RNZAF spent one night in tents on the sea ice in front of the Erebus Ice Tongue. For the second night in the open, they dug trenches on the Ross Ice Shelf.

RNZAF Extreme Cold Weather Survival Skills Training course instructor Sergeant Ryan Turei said the priority was survival.

“We teach our students tactics that could facilitate their survival and rescue in worst-case scenarios. The most important advice we give to our students is to be prepared – physically and mentally. There are not many second chances in that kind of environment.”

Flying Officer Max Longdill, who will fly one of the C-130 Hercules flights to Phoenix Airfield for the first time this season, said the survival training was “enormously valuable”.

“The training ensures that, in the unlikely event that it is required, we have the best chance to survive in the harsh environmental conditions of Antarctica.”

The RNZAF flew 260 scientists and support staff and 83 tonnes of vital supplies to Antarctica during the 2016–17 summer season.

Apart from airlift support, the NZDF provides search and rescue support, passenger and cargo facilitation, and terminal operations at Harewood Terminal in Christchurch and McMurdo Station. In January, it deploys Army drivers and cargo handlers to help unload the annual container ship.

Aircrew and instructors dig trenches on the Ross Ice Shelf
The first Royal New Zealand Air Force pilots, who trained using the T-6 Texan II aircraft, have graduated at Base Ohakea and they did so under a newly consecrated Squadron Standard. Some of them told Air Force News what it was like to finally reach graduation day.

The pilots of 16/1 Pilot Course have received their pilot brevets (wings) after witnessing the consecration and presentation of a new Standard for the re-established No. 14 Squadron.

Chief of Air Force Air Vice-Marshal (AVM) Tony Davies presented the Standard to Flight Lieutenant Micko Shaw. It represents the squadron’s rich military history and association with the Queen.

AVM Davies then inspected the squadron before presenting the eight pilots with their brevets.

Pilot Officer (PLTOFF) Andrew Sledger was recognised for his outstanding effort during his training, picking up the trifecta of awards – the de Lange Trophy and the Wigram Trophy and the prestigious Baigent Memorial Shield. The Baigent Memorial Shield is only awarded to a graduate with exceptional results and has only been awarded seven times since 1955. It was last awarded in 2014.

PLTOFF Sledger said the day had been made even more special as his parents and brother, who has just joined the Air Force, were at the graduation.

His future will now revolve around fixed-wing flying with his conversion course on the B200 King Air to begin shortly.

“I’m really looking forward to it because it’s been a few weeks since we finished flying now – I just want to get back in a plane.”

He would love to be placed at No. 40 Squadron, with his end goal as a Texan Flying Instructor.

Fellow classmate Pilot Officer James Erskine, 24, said it felt “awesome” to finally graduate.

He didn’t mind which squadron he was placed in after the course – “all the squadrons have good aspects to them”.

“I’ll be happy anywhere.” The next phase of his career was going to be exciting with training on a specific aircraft.

“The learning never stops – I’ll just keep on going.”

Flying Officer (FGOFF) Robert Kenyon, 34, said the journey to this point was amazing. He joined the Air Force 13 years ago as an aircraft technician and worked in multiple sections including the Youth Development Unit and commissioned as an Engineering Officer before pilot training. “It’s always been my dream.”

Mission flying at the end of the course was the highlight for FGOFF Kenyon.
“You’re putting everything you trained for together into one flight and the sense of satisfaction and reward was phenomenal – as well as being a huge amount of fun.”

Pilot Officer (PLTOFF) Tom Peterson was a lawyer before turning his head to the Air Force. “It was a bit of a left-turn,” the 30-year-old said. “I wanted to do something a bit more dynamic and challenging out of the office. Being an Air Force pilot is about as left-field and challenging as you can get.”

The Texan was “quite a handful”, PLTOFF Peterson said. “But it’s such a capable aircraft, you can really push yourself on it.” Flying in Exercise Wise Owl held amazing memories for him. “The formation flying was cool, flying with mates, doing amazing stuff.”

AVM Tony Davies received his own wings in 1986, after graduating from No. 14 Squadron’s training. His Reviewing Officer was then Chief of Defence Force – Air Marshal David Jamieson.

“At the time, we trained on CT/4B Airtrainers before moving to an advanced phase on Strikemaster jet trainers. The Strikemaster was a bit of a handful for a skinny young kid from Langs Beach, Waipu. There were no assisted controls, making it heavy on the stick and a cramped cockpit due to the connections for the ejection seat, oxygen mask, g-suit, intercom and radios as well as other safety equipment.

“While the Texan has similar safety equipment and features, it seems to have a lot more room. The T-6 instrumentation and displays are very intuitive with the automation helping to reduce pilot workload in busy situations.”

Being awarded their wings was “just one milestone” in the new pilots’ careers, AVM Davies said.

“It’s a very important one and a highly challenging stage to have passed, but it doesn’t end here. They will need to make the most of the next few years and knuckle down on whatever squadron they go to.

“Learning to fly an aircraft is done, now it’s about learning how to operate the capabilities that our larger platforms present and delivering military air effects with them. This is where the next exciting and rewarding chapter of their career journey begins.”

No. 14 Squadron was first formed in 1942 as the RNZAF’s first fighter unit, deploying into several theatres until taking up the role of advanced pilot training in 1972. It was disbanded in December 2001 and re-established with the introduction of the T-6C Texan II trainers in 2015.

“Air Force News 13
Airman of the Year

By Rebecca Quilliam

This year’s Airman of the Year is an expert Seasprite Aircraft Technician, used Air Force experience to introduce drones as a life-saving rescue tool to Surf Lifesaving, belongs on the boards of numerous social and sporting clubs, was involved in a mass Surf Lifesaving rescue and is dad to three little girls.

Life is busy for Acting Sergeant (A/SGT) Carlin O’Neill, but he still found time to fly to Wellington to give a speech to senior leaders about drones.

“I went into the senior leadership board and CAF surprised me by giving me the Airman of the Year award.”

The citation for his award read in part: “Acting Sergeant O’Neill is an excellent tradesman, acknowledged as a ‘go-to’ specialist within his workplace. He has achieved this through an active pursuit of technical mastery, including the completion of voluntary studies and qualifications. His leadership and supervisory skills have been demonstrated in leading others both at home and in deployed settings.”

A/SGT O’Neill honed his technical skills at No. 6 Squadron where he was employed on HMNZS Canterbury’s ship’s flight performing flight deck operations and operational level maintenance duties and as a flight deck captain. He was then posted to Maintenance Support Squadron Auckland and to the Component Maintenance Flight Propulsion section, working primarily on Hercules, Orion and Seasprite engines.

“I’ve done a lot of work on Seasprite engines and probably spent half my time in the engine bay,” he said.

He now works in the Maintenance Support Squadron, but is about to be posted to No. 40 Squadron where he will work on the Hercules and Boeings, which will give opportunities for travel.

“That’s one of the reasons I want to go there – get away on some trips. I’d love to get down to Antarctica.”

An interest in aviation saw the technician gain his private pilot licence when he was 17-years-old. But it was spending time with the mechanics in the hangars that really caught his attention.

“From there I looked at the Air Force, because it’s the best place to do it, and it offered free training. I joined up and have loved it ever since.”

Looking back on his career, A/SGT O’Neill has enjoyed a number of highlights.

“Being able to work with the awesome people, not only in the Air Force, but while working in a tri-service environment on HMNZS Canterbury. Exercise Rim pac in Hawaii, being able to help with the disaster relief in Vanuatu and on Pacific Partnership. Middle East deployment and the honour of being named Airman of the year 2017.”
International Award for No. 40 Squadron

By Wing Commander Andy Scott, CO40 SQN

I was lucky enough to recently attend the annual Trophies and Awards banquet for the Honourable Company of Air Pilots, where No. 40 Squadron received the Brackley Memorial trophy for the unit’s work over fifty years of Antarctic Operations at a very impressive dinner at Guildhall, London.

The Honourable Company started out as the Guild of Air Pilots and Air Navigators of the British Empire (or GAPAN as it was more commonly referred to). It was formed in 1929 for pilots who had obtained high professional status as holders of a ‘B’ Licence and Air Navigators’ certificate by many of the leading aviators of the day.

In 1956 the Guild received its letters patent confirming the grant of livery* with HRH The Duke of Edinburgh as Grand Master and later expanding to become the largest Livery Company in London. In 2014 it received its Royal Charter and changed to the new title of the Honourable Company of Air Pilots. Today membership encompasses private, test, military and civil airline pilots as well as all other aircrew trades; all of which were well represented at the awards dinner, even Navigators.

An elaborate ceremony steeped in tradition was wound around the dinner, which ended with 28 different awards to both individuals and organisations that had displayed outstanding courage, devotion to duty or excellence in the course of their flying.

Antarctic operations featured in two awards for the night, one going to the British Antarctic Survey Unit, who received the Johnston Memorial Trophy, and of course one to No. 40 Squadron, which received the Brackley Memorial Trophy. This trophy is awarded to an individual, a complete aircraft crew, or an organisation, for an act or acts of outstanding flying skill, which have contributed to the operational development of air transport or transport aircraft or new techniques in air transport flying.

The award of the trophy to No. 40 Squadron was a fitting way to honour the generations of personnel that have served on the unit and had a hand in both developing the procedures and safely operating our aircraft into one of the world’s most extreme environments for over fifty years. It was indeed an honour to attend such an event, but for me it brought an immense sense of pride to be part of such an outstanding unit and be reminded of how special it is to get the opportunity to do what we do and support New Zealand’s interests on operations in all four corners of the globe.

Ki Nga Hau E Wha.

* A livery company is a trade association in the City of London, the tradition of which dates back to medieval times, where they were originally developed to regulate their trades. Today there are 108 livery companies in London.
This year’s Air Force Band concert was the final one for RNZAF Music Director Flight Lieutenant (FLTLT) Simon Brew – and what a swan song it was. Filled with a fusion of traditional and modern pieces, there were also some surprising and hilarious moments for the audience.

Wellington’s St James theatre was nearly sold out for the afternoon performance that kicked off with a Spanish-style *El Camino Real*. It set the pace for a show packed with punchy tunes, sublime singing and moving tributes.

The first display of extraordinary musical talent was from Leading Aircraftman (LAC) Oscar Laven, who played pretty much every wind instrument invented and even threw in the kitchen sink. Literally. LAC Laven’s finale was played on a hose fitting attached to a sink.

Singers LAC Stephanie Paris and LAC Barbara Graham effortlessly sang classics including *Lush Life* and *Glitter and be Gay* as well as the popular theme tune from the latest Disney movie *Moana*, *How Far I’ll Go*. Soloist bagpiper Flight Sergeant Murray Mansfield also returned to the stage with his world class piping.
The most poignant moment of the show was at the end of the first half with a tribute to Passchendaele. A screen was lowered and the band played music to footage of veterans trying to recount the horror of the battle, as well as images of the hellish scene. There would hardly have been a dry eye as the emotional tribute finished with the graves of those who had fallen on the Belgian battlefield.

The second half was a homage to retro, with theme tunes to *Thunderbirds* and *Get Smart*, played by the band who at the same time showed off their marching skills. The performance was especially clever during *Get Smart* as FLTLT Brew guided a remote control sports car around the stage and through legs.

The drummers came into their own again with a commanding show featuring a light show as they played. It was a visually remarkable piece of work.

The end of the show came back to tradition – sort of. The *1812 Overture* took on a new feel as the audience were encouraged to blow up paper bags and burst them as the alternative to cannon fire. The kids (and grown-ups) had a brilliant time bursting their bags to FLTLT Brew’s instruction.

FLTLT Brew’s direction at the end of the show was hijacked as Chief of Air Force Air Vice-Marshal Tony Davies made a surprise appearance on the stage. He thanked the director for his work with the band and all the brilliant performances under his watch. He then presented FLTLT Brew with a Chief of Air Force Commendation and asked for a brilliant encore.

CAF would not have been disappointed as the singers, including FLTLT Brew, belted out *One Day More*, from *Les Misérables*. Their version left goosebumps. But it was the finale encore that had the audience on its feet – Michael Jackson’s *Thriller*, complete with a zombie band.

It was a superb show that catered for young and old, traditionalists and modernists. Thanks for the songs Simon, we will miss your style.
The year started with a spectacular celebration in the skies above Manawatu as we marked the Royal New Zealand Air Force’s 80th Anniversary. The 2017 Air Tattoo showcased all our aircraft and we welcomed international friends to the party. Later in the year the ceremonies continued with the marking of the 75th anniversary of joining our allies during World War II. Throughout, of course, there was no let up with exercises and operations here and overseas, including search and rescue and aid missions. Here’s a look at just some of the key moments during the year...

**JANUARY**
A 55-member contingent and a P-3K2 Orion are sent to the Middle East as part of an international partnership against piracy and people and drug trafficking. The team will help patrol 3.2 million square miles of international water to support the US-led Combined Maritime Forces over the year.

**FEBRUARY**
A mosaic of aircraft decorates the skies above Base Ohakea as the Air Force celebrates its 80th anniversary. More than 31,000 visitors attend the two-day show to see the air and static displays and visit trade tents. More than 60 aircraft stayed on the base and the crowd were wowed with 50 air displays.

**MARCH**
An NH90 was deployed to support the New Zealand Police’s annual crackdown on cannabis growers. About 70 hours were flown during 12 days of sorties to suspected cannabis-growing areas in Auckland, Taranaki, Whanganui and Manawatu.

**APRIL**
More than 200 personnel from No. 40 Squadron and the NZ Army took part in exercise Skytrain at Base Woodbourne. The exercise, which focused on tactical low-level flying, took place in the skies over Marlborough and other South Island areas.
May
An RNZAF detachment made up of No. 5 and No. 230 Squadron personnel, working out of the Middle East, are at the fore during two multinational drug busts in the Indian Ocean, which result in the seizure of illegal drugs worth about $400 million. The operations deal a serious blow to organised crime and terror organisations that rely on income from the sale of illicit drugs.

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

October
The largest NZDF exercise, Southern Katipo begins. A multinational coalition of 2500 troops from 13 countries, backed by amphibious ships, aircraft and armoured vehicles, has deployed to the South Island for the biennial exercise. The exercise aims to enhance the NZDF’s ability to operate in the South West Pacific with defence partners, other government agencies, and NGOs.

November
When a volcano on Vanuatu’s Ambae Island began to show alarming signs of activity, a P-3K2 Orion makes a sweeping flight past to see what was happening. The photographs taken by the crew show Monaro Voui volcano spewing huge columns of smoke and ash from its crater and prompt authorities to begin an emergency evacuation of the island. As residents flee their homes, a C-130 Hercules drops off 14 tonnes of supplies to the country.

June
A C-130 Hercules from No. 40 Squadron transports 120 tonnes of supplies and about 500 military personnel supporting coalition operations in the Middle East. The Hercules’ primary task is to transport people, equipment and supplies while working as part of the Australian Defence Force’s Air Mobility Task Group.

August
A P-3K2 Orion plays a key role in uncovering serious fisheries breaches by dozens of vessels in the Pacific Ocean. Over three days the aircraft patrols more than a million square kilometres of ocean, spots 500 vessels and reports dozens of instances of suspicious activity.

September
An NH90 flies a shelter to Nelson Lakes National Park to house Department of Conservation 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, moves the 1000kg shelter about 32km from St Arnaud to its new location beside Blue Lake – about 1200m above sea level.
Christmas is traditionally a time spent with loved ones, but many of our personnel will be waking up to another day at work in a far off land. It could be in the desert or surrounded by snow. Regardless of where in the world they are though, our personnel will still find a way to celebrate.

**A Middle East Christmas**

For many here, Christmas this year will be a first away from home or a new family. Kiwi Lines is like a bizarre school camp in a poorly chosen location. It is an oasis with grass we won’t let die, a pool, or over-sized bath tub, newly constructed double storey common room and an adopted cat called ‘Joe’ (or ‘camel’ depending who you talk to). Motivated and enthusiastic individuals will brighten the day with Christmas songs and decorations for those that are more focussed on distant shores! Planned activities include secret Santa, festive themed food at the Aussie mess and likely a pool BBQ with fizzy and faux beer beverages. Opening RSA New Zealand presents will also help remind us of New Zealand delicacies being foregone. Without a doubt the internet will be slowed to camel pace (camels are actually really fast but in this scenario the herder has tied ropes around their ankles to stop them running off: true story) and there will be a queue for the phone to contact family within the reasonable hours. Merry Christmas to all back home and thanks for the support!

**Christmas on the Ice!**

Christmas at Scott Base, Antarctica, is celebrated on December 23. With most of our scientists home for Christmas, Scott Base personnel is down 50ish, so it is much more a family affair. The whole base pauses for the holiday, allowing our big family two days off together (except our critical services and 24/7 comms centre team in their Christmas Outfits). The dining hall is decorated in full trim, table clothes, candles, sparkly decorations and Christmas tree glittering. Christmas lunch is a fancy affair with all the trimmings, ham,
Christmas can be a wonderful time – it can also be a time of great stress, for you and your family. By the time you run around getting ready for the holiday season, there often isn’t a lot of energy left to enjoy your family and friends… and Christmas!

Here are some tips to help make the silly season a little easier to navigate:

• Simplify your plans: remember you really don’t have to do everything
• Take time for yourself: watch a movie, read a book or have a massage
• Enjoy the little things: playing games with your children, taking a walk on a balmy summers evening, or cuddling up with your partner after everyone’s in bed
• Go with the flow: accept that not everyone is on the same schedule as you. Take a breath and relax
• Embrace the spirit of the holidays: remember, it’s Christmas! A time of peace and love for everyone

Yes, there will be those stressful moments when the kids start squabbling or the in-laws get a bit too merry. How you respond is up to you. If you change how you view these events, you can change your experience, and you may even end up enjoying the silly season!

For more tips, check out health.nzdf.mil.nz

How to survive Christmas – sanity intact!

CPL Nikki Galpin, Scott Base Antarctica

Christmas in Israel

This year will be my first Christmas in the Northern Hemisphere, and my second on deployed operations with the NZDF – previous was Christmas in East Timor in 2001.

I am currently deployed in Israel, so this Christmas will be spent in a winter environment without the usual catching up with friends and family.

Christmas for me traditionally involves a BBQ and lots of food, sun and water fights, obviously this year will be a bit different although I will try and get a roast chicken cooking on a BBQ somewhere. It will no doubt have a bit of an international theme as I am deployed with personnel from a range of different countries, so it will be great to talk with them about how they usually spend their Christmas. I’m looking forward to getting home over New Years to see my partner and kids – this will be when I get to relax and enjoy the festivities.

FLTLT Deane Wilson

This Christmas NZDF personnel are deployed in:
A day of ceremony and festivity recently took place at the RNZAF Tūrangawaewae in celebration of its first birthday. Over four thousand visitors have walked through its gates and 127 activities supported. We could have taken a lot more had there been room in the calendar! It surpassed all expectations in becoming the hive of activity that we had hoped it would be.

The day had two major parts – a dedication ceremony for the CAF Kakahu (cloak) and a formal Dining In. Both were momentous occasions in their own right. As if that wasn’t a full enough day, we also squeezed in a pōwhiri for the R4/87 Recruit Course Reunion first! How could we say no when the Tūrangawaewae belongs as much to our ex Air Force people as to the current ones? Just a dream in their day, what better day to visit the Tūrangawaewae than on its first birthday.

Once R4/87 had moved on to the rest of their base tour, preparations began for the presentation and dedication of the CAF Kakahu. It was commissioned specifically to stand as the cultural icon of the CAF position. It would be worn by CAF as a supplement to his mana and, as a mantle of that mana, be passed from CAF to CAF as their cultural legacy. Therefore it had to be a quality cloak ‘fit for a chief’ and befitting the mana of the position. Likewise, the ceremony too needed to reflect the mana of the occasion.

Both delivered more than we had hoped for. Kaumātua (elders) Mike Paki and Fred Holloway conducted proceedings that saw the Kakahu ‘welcomed’ onto the Tūrangawaewae. It was blessed and then placed on Chief of Air Force Air Vice-Marshall (AVM) Tony Davies by both the weaver, Leanne Wallace, and AVM Davies’ wife Jean Beaumont.

Leanne Wallace explained the symbolism, patterns and feather work that adorned the Kakahu. As she spoke of the various elements and what they represented, the Air Force’s rich history unfolded before us. Our core values were given form. Our past, our people, our deeds and our aspirations were
given profile and contour. As beautiful as the Kakahu is, the true value is in the ‘story’ within.

As well as dedicating the CAF Kakahu, we also took the opportunity to thank No 2 Engineering Regiment (Linton) for all that they had done for the building work at the Tūrangawaewae. A carving was commissioned incorporating No 2ER badge and crest. This was presented to OC 2ER Lt Col Terry McDonald on behalf of the Tūrangawaewae. We will always be grateful for all that they did to turn a run-down relocated building into the Tūrangawaewae that we have today.

Later that evening a formal Dining In took place following standard Dining In protocols. It was a beautiful blend of formal military ceremony with the natural cultural infusion of the Tūrangawaewae.

AVM Davies, Base Command and I completed the top table. The rest of the invited guests were those who had supported the Tūrangawaewae over its first year. There were the ‘on call crew’ who rallied whenever visiting groups needed a kaikōrero (reō speaker) or kaikaranga (caller) or we needed warriors for a wero (challenge).

There were those who were always there to help in the kitchen, to stack chairs and to sing the songs. We had those who help administer Tūrangawaewae business. Our cleaners, our gardeners and our maintenance people were invited as were our weekly Reō class students. There is no role too small, no helping hand too insignificant. All had in some way given something of themselves in order for us to maintain the mana of the Tūrangawaewae. The Dining In was our way of saying thank you. Needless to say, it was a huge success.

Thank you to all who made our first birthday the celebration that we hoped it would be. There is much merit in the saying, “Ehara taku toa i te toa takitahi, engari he toa takitini”, “My successes are not of my doing alone but of the efforts of the many”. I look forward to birthday number two! Ngā mihi.
Mick dedicated to Military Working Dogs

By Suzi Phillips, Senior Communications Advisor, North

Pioneering military working dog trainer, former Flight Sergeant Mick Martin, has had a global career training dogs for specialist work.

He also helped establish the Dog Section at RNZAF Base Auckland in the 1970s.

Now retired, Mick was one of the former dog handlers attending the Military Working Dogs 50th Anniversary celebrations at Base Auckland this month.

During his 18 years with the British Army’s Royal Army Veterinary Corp, Mick worked with 'gelignite' dogs, search dogs, tracking dogs and guard dogs in Northern Ireland, Malaya, Singapore, North Africa, Cyprus and Germany.

That involved training and active service with military working dogs and later on, training both handlers and dogs in hot-spots around the world.

Mick’s overseas association with military working dogs included managing and supporting the dog handlers and veterinary care for dogs in the field.

“I grew up with family dogs in Staffordshire as a youngster and I’ve had dogs all my life,” he said, as he patted his faithful black collie cross, Jess.

While he was serving in Germany in the 1970s, Mick met a New Zealander who was on an exchange posting and who asked for a report on the military working dog training that Mick was involved in there.

Soon after supplying that, he received a letter from the RNZAF offering him a five-year contract to lead the Dog Section of Police Flight (as it was called then) at Whenuapai in Auckland.

He arrived at Whenuapai in 1975 and as Acting Sergeant of the Dog Section he helped to establish and lead the six-dog unit there.

“We started with six corporal dog handlers and six dogs trained by the Police. They were good multi-purpose dogs that we used for tracking and guarding, and we trained them to detect ordinance – explosives, arms and ammunition.”

Mick also travelled to Wellington regularly to train Army and Navy handlers on how to use the dogs for bomb disposal – as the dogs were also trained to detect Improvised Explosive Devices (IEDs).

“I certainly enjoyed that work, being the top dog man in the armed services,” says Mick who had seven years in the role.

Since his retirement, he continued to work with dogs – first with 10 years at Animal Control Services, managing hydatids control for Auckland City Council; and then 10 very happy years at Unitec, as a Canine Training and Behaviour course Instructor.

Mick finally fully retired on his 75th birthday and has missed that job ever since.
New Exhibition

War in the Air: New Zealanders in Military Aviation 1914–1918

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

The Air Force Museum has opened a significant new exhibition, titled ‘War in the Air’. Using original photos, film and artefacts of the period, this exhibition explores the story of the first air war of 1914–1918, from the perspective of the New Zealanders who took part.

With the cult of fighter aces like von Richthofen, McCudden, Rickenbacker and Mannock often dominating the way in which the first war in the air is considered, other brave men and women have been largely forgotten. The ‘unglamorous’ work of army support and ground crew is also frequently overlooked. ‘War in the Air’ puts the spotlight on the wide variety of roles, operations and personal stories of some of the nearly 750 New Zealanders who joined the British air services during the First World War. While relatively small in number, they made a valuable contribution – their experiences not only vital to the development of aviation in New Zealand, but ultimately influencing the foundation of our own Air Force.

As wartime generations disappear, the centenary offers us an important opportunity to remember all who contributed to early military aviation in New Zealand. We invite you to come and discover their story.

www.airforcemuseum.co.nz/war-in-the-air

The Air Power Development Centre (APDC) researches and disseminates information on air power, from a New Zealand perspective in order to promote awareness on the contribution of air power to the security of New Zealand.

The public are invited to read our periodicals by visiting the APDC webpage on the RNZAF website; either via the link: www.airforce.mil.nz/about-us/who-we-are/apdc, or by writing ‘RNZAF APDC’ into an internet search engine.
Air Force Clothing

By RNZAF Clothing Manager, F/S Shar Carson

Innovation is vital when it comes to ensuring we are using the appropriate textiles and uniform that is fit for purpose for our RNZAF personnel. It is not merely a matter of how we look, but in order to protect our people, and our capabilities, it is all about what that uniform will do to provide protection when needed.

Many developments in textiles and designs of uniforms around the globe have provided us with plenty of ideas, but nothing can take away the fact that history and our past has paved the way for how we are seen today.

Where did our RNZAF uniform originate?

The Royal Air Force (RAF) uniform was introduced in 1918 and was based on early Royal Naval Air Service (RNAS) and Royal Flying Corp (RFC) styles. The uniform was Khaki to begin with, following Army design and colours, but mysteriously in 1918, a light blue uniform appeared on the backs of RAF officers.

Where did this light blue fabric come from? Apparently the Tsar’s government ordered vast quantities of a light “Ruritanian” blue material in 1915 to clothe a Cossack cavalry regiment. By 1917 the order had been completed and was ready for shipment, but the abdication of the Tsar in 1917 left the material on the textile manufacturer’s hands! What was he to do with a cloth that was of a colour that was impossible to dye?

Then in 1918, the sudden announcement of the formation of a Royal Air Force (RAF) seemed a heaven-sent opportunity to get rid of the now surplus cloth in the manufacture of new uniforms.

There were of course a need to have embellishments placed on this new fabric and that came in the form of gold wire badges and brevets. Young Lily Elsie suggested to the senior members of the Air Council that they approve this addition. There was a slight problem however, as many serving officers did not share the enthusiasm for the light blue uniform with John Slessor, Marshal of the RAF stating: “a nasty pale blue with a lot of gold over it, which brought irresistibly to mind a vision of the gentlemen who stands outside the cinema”.

With that, the light blue “Ruritanian” fabric and uniforms were abandoned in July 1918.

Instead a more sober blue-grey material was selected and sanctioned as the official uniform colour for the RAF in September 1919. The present RAF and RNZAF blue-grey colour dates from that time.

(Excerpts from “Per Ardua Ad Astra – A Handbook of the Royal Air Force” by Philip Congdon, 1987)
What else is happening with RNZAF Clothing?

The project space is always busy and in the past few months a large number of new items have appeared on our SRM catalogue:

- **Dual layer flying clothing** – Dri Fire brand – next to skin layers.
- **OCDT Gorgets** – to be worn on SD’s and shirts by Officer Cadets.
- **Court shoes** – new style, so all the ladies will need to go into their clothing store to size before ordering.
- **Sandals** – Again, a new style, so visit your clothing store for sizing. **RNZAF Base Woodbourne Badge** – on SRM for ordering.
- **DCAM Patch** – on SRM for ordering.
- **MSS unit patch** – on SRM for ordering.
- **Black Backpacks** – Will be on SRM in February 2018.

Other projects under action:

- **GPU Fleece** – manufacture of the first 500 will take place in early 2018 – keep an eye out for notices around sizing times.
- **Female SD hat** – A new hat is coming! Early to Mid 2018 will see these being introduced.
- **SD Shirts with Airforce identity** – Will be available to order off SRM in March/April 2018.
- **Varieties of Unit patches** are also being manufactured.
- **Flying gloves** – samples being reviewed by DASH, more updates to follow.
THE OCEANS ARE OUR HUNTING GROUND

Surveillance

Surveillance is the systematic observation of areas, using sensors or observers. It is wide-area, continuous and non-specific. Surveillance is looking for patterns and changes to those patterns.

Air Power in Action

Much has been written about the New Zealand soldiers at Gallipoli and on the Western Front, but very little has appeared in print about the bravery and skill of New Zealand’s Great War airmen. The publication of Dr Adam Claasen’s Fearless by Massey University Press corrects that shortcoming, and marks a significant new contribution to the First World War Centenary History Programme’s landmark official history series.

Flying in open-cockpit wood-and-wire biplanes, it took a special kind of courage to be an airman. And yet more than 800 men – and a small number of women – were up for the challenge. Across the conflict, New Zealand aviators could be found flying above the sands of the Middle East and Mesopotamia, the grey waters of the North Sea, the jungles of East Africa, the sprawling metropolis of London and the rolling hills of northern France and Belgium. The attrition rate was punishing; the heroism astonishing.

Dr Adam Claasen

Dr Claasen draws on extensive archival material from New Zealand, Australia and Britain, including letters, diaries, logbooks and official documents that survived the Great War. He explores New Zealand’s initial reluctance to embrace military aviation, the challenges facing the establishment of local flying schools and the journey undertaken by the New Zealanders from their antipodean farms and towns to the battlefields of Europe.

Dr Claasen gives a pacy, colourful account of our great known and unknown airmen, capturing their adventurous lives, both in the air and on the ground. Men like Keith Caldwell and his death-defying escape from an SE5a fighter plane, deep in enemy-occupied territory; Alan Scott, who led a fighter squadron in France and was known to undertake early-morning missions in his pyjamas; Clive Collett, who bravely carried out the first parachute jumps from a Royal Flying Corps machine; and James Dennistoun, who before the war had summited Mitre Peak in tennis shoes.

Fearless: The extraordinary untold story of New Zealand’s Great War airmen

Much has been written about the New Zealand soldiers at Gallipoli and on the Western Front, but very little has appeared in print about the bravery and skill of New Zealand’s Great War airmen. The publication of Dr Adam Claasen’s Fearless by Massey University Press corrects that shortcoming, and marks a significant new contribution to the First World War Centenary History Programme’s landmark official history series.

Flying in open-cockpit wood-and-wire biplanes, it took a special kind of courage to be an airman. And yet more than 800 men – and a small number of women – were up for the challenge. Across the conflict, New Zealand aviators could be found flying above the sands of the Middle East and Mesopotamia, the grey waters of the North Sea, the jungles of East Africa, the sprawling metropolis of London and the rolling hills of northern France and Belgium. The attrition rate was punishing; the heroism astonishing.

Dr Adam Claasen

Dr Claasen draws on extensive archival material from New Zealand, Australia and Britain, including letters, diaries, logbooks and official documents that survived the Great War. He explores New Zealand’s initial reluctance to embrace military aviation, the challenges facing the establishment of local flying schools and the journey undertaken by the New Zealanders from their antipodean farms and towns to the battlefields of Europe.

Dr Claasen gives a pacy, colourful account of our great known and unknown airmen, capturing their adventurous lives, both in the air and on the ground. Men like Keith Caldwell and his death-defying escape from an SE5a fighter plane, deep in enemy-occupied territory; Alan Scott, who led a fighter squadron in France and was known to undertake early-morning missions in his pyjamas; Clive Collett, who bravely carried out the first parachute jumps from a Royal Flying Corps machine; and James Dennistoun, who before the war had summited Mitre Peak in tennis shoes.

Fearless: The extraordinary untold story of New Zealand’s Great War airmen

Much has been written about the New Zealand soldiers at Gallipoli and on the Western Front, but very little has appeared in print about the bravery and skill of New Zealand’s Great War airmen. The publication of Dr Adam Claasen’s Fearless by Massey University Press corrects that shortcoming, and marks a significant new contribution to the First World War Centenary History Programme’s landmark official history series.

Flying in open-cockpit wood-and-wire biplanes, it took a special kind of courage to be an airman. And yet more than 800 men – and a small number of women – were up for the challenge. Across the conflict, New Zealand aviators could be found flying above the sands of the Middle East and Mesopotamia, the grey waters of the North Sea, the jungles of East Africa, the sprawling metropolis of London and the rolling hills of northern France and Belgium. The attrition rate was punishing; the heroism astonishing.

Dr Adam Claasen

Dr Claasen draws on extensive archival material from New Zealand, Australia and Britain, including letters, diaries, logbooks and official documents that survived the Great War. He explores New Zealand’s initial reluctance to embrace military aviation, the challenges facing the establishment of local flying schools and the journey undertaken by the New Zealanders from their antipodean farms and towns to the battlefields of Europe.

Dr Claasen gives a pacy, colourful account of our great known and unknown airmen, capturing their adventurous lives, both in the air and on the ground. Men like Keith Caldwell and his death-defying escape from an SE5a fighter plane, deep in enemy-occupied territory; Alan Scott, who led a fighter squadron in France and was known to undertake early-morning missions in his pyjamas; Clive Collett, who bravely carried out the first parachute jumps from a Royal Flying Corps machine; and James Dennistoun, who before the war had summited Mitre Peak in tennis shoes.

Fearless: The extraordinary untold story of New Zealand’s Great War airmen

Much has been written about the New Zealand soldiers at Gallipoli and on the Western Front, but very little has appeared in print about the bravery and skill of New Zealand’s Great War airmen. The publication of Dr Adam Claasen’s Fearless by Massey University Press corrects that shortcoming, and marks a significant new contribution to the First World War Centenary History Programme’s landmark official history series.

Flying in open-cockpit wood-and-wire biplanes, it took a special kind of courage to be an airman. And yet more than 800 men – and a small number of women – were up for the challenge. Across the conflict, New Zealand aviators could be found flying above the sands of the Middle East and Mesopotamia, the grey waters of the North Sea, the jungles of East Africa, the sprawling metropolis of London and the rolling hills of northern France and Belgium. The attrition rate was punishing; the heroism astonishing.

Dr Adam Claasen

Dr Claasen draws on extensive archival material from New Zealand, Australia and Britain, including letters, diaries, logbooks and official documents that survived the Great War. He explores New Zealand’s initial reluctance to embrace military aviation, the challenges facing the establishment of local flying schools and the journey undertaken by the New Zealanders from their antipodean farms and towns to the battlefields of Europe.

Dr Claasen gives a pacy, colourful account of our great known and unknown airmen, capturing their adventurous lives, both in the air and on the ground. Men like Keith Caldwell and his death-defying escape from an SE5a fighter plane, deep in enemy-occupied territory; Alan Scott, who led a fighter squadron in France and was known to undertake early-morning missions in his pyjamas; Clive Collett, who bravely carried out the first parachute jumps from a Royal Flying Corps machine; and James Dennistoun, who before the war had summited Mitre Peak in tennis shoes.

Fearless: The extraordinary untold story of New Zealand’s Great War airmen

Much has been written about the New Zealand soldiers at Gallipoli and on the Western Front, but very little has appeared in print about the bravery and skill of New Zealand’s Great War airmen. The publication of Dr Adam Claasen’s Fearless by Massey University Press corrects that shortcoming, and marks a significant new contribution to the First World War Centenary History Programme’s landmark official history series.

Flying in open-cockpit wood-and-wire biplanes, it took a special kind of courage to be an airman. And yet more than 800 men – and a small number of women – were up for the challenge. Across the conflict, New Zealand aviators could be found flying above the sands of the Middle East and Mesopotamia, the grey waters of the North Sea, the jungles of East Africa, the sprawling metropolis of London and the rolling hills of northern France and Belgium. The attrition rate was punishing; the heroism astonishing.

Dr Adam Claasen

Dr Claasen draws on extensive archival material from New Zealand, Australia and Britain, including letters, diaries, logbooks and official documents that survived the Great War. He explores New Zealand’s initial reluctance to embrace military aviation, the challenges facing the establishment of local flying schools and the journey undertaken by the New Zealanders from their antipodean farms and towns to the battlefields of Europe.

Dr Claasen gives a pacy, colourful account of our great known and unknown airmen, capturing their adventurous lives, both in the air and on the ground. Men like Keith Caldwell and his death-defying escape from an SE5a fighter plane, deep in enemy-occupied territory; Alan Scott, who led a fighter squadron in France and was known to undertake early-morning missions in his pyjamas; Clive Collett, who bravely carried out the first parachute jumps from a Royal Flying Corps machine; and James Dennistoun, who before the war had summited Mitre Peak in tennis shoes.

Fearless: The extraordinary untold story of New Zealand’s Great War airmen

Much has been written about the New Zealand soldiers at Gallipoli and on the Western Front, but very little has appeared in print about the bravery and skill of New Zealand’s Great War airmen. The publication of Dr Adam Claasen’s Fearless by Massey University Press corrects that shortcoming, and marks a significant new contribution to the First World War Centenary History Programme’s landmark official history series.

Flying in open-cockpit wood-and-wire biplanes, it took a special kind of courage to be an airman. And yet more than 800 men – and a small number of women – were up for the challenge. Across the conflict, New Zealand aviators could be found flying above the sands of the Middle East and Mesopotamia, the grey waters of the North Sea, the jungles of East Africa, the sprawling metropolis of London and the rolling hills of northern France and Belgium. The attrition rate was punishing; the heroism astonishing.

Dr Adam Claasen

Dr Claasen draws on extensive archival material from New Zealand, Australia and Britain, including letters, diaries, logbooks and official documents that survived the Great War. He explores New Zealand’s initial reluctance to embrace military aviation, the challenges facing the establishment of local flying schools and the journey undertaken by the New Zealanders from their antipodean farms and towns to the battlefields of Europe.

Dr Claasen gives a pacy, colourful account of our great known and unknown airmen, capturing their adventurous lives, both in the air and on the ground. Men like Keith Caldwell and his death-defying escape from an SE5a fighter plane, deep in enemy-occupied territory; Alan Scott, who led a fighter squadron in France and was known to undertake early-morning missions in his pyjamas; Clive Collett, who bravely carried out the first parachute jumps from a Royal Flying Corps machine; and James Dennistoun, who before the war had summited Mitre Peak in tennis shoes.
HopeWalk is a suicide awareness and prevention movement that was launched in 2015 by Papakura pastor Joseph Fa‘afiu as a way of “breaking the stigma, shame and silence around suicide”.

The first HopeWalk was conducted in South Auckland in February last year, attracting 2500 people. It was followed by an Auckland central event later that year, which attracted 2000 participants.

HopeWalks remember those taken by suicide and give individuals, families and communities who have been affected by suicide a place to connect with others with similar experiences and provide support. They also aim to highlight existing agencies that provide support for suicide prevention, intervention and postvention (after a death).

This year’s HopeWalk in Blenheim drew a crowd of more than 900 people of all ages and I was privileged to be a part of it with my husband Craig and daughter Emily, 10. What made me even prouder was more than 150 walkers were from Base Woodbourne, with representation from all three Services, military and civilian staff alike, complete with family members of all ages.

Many were decked out in their Service dry-fit tops, complete with yellow caps, making it easy to see those from the Base in the crowd. Bearing in mind our attendance wasn’t “staged”, it was moving to see how many of my fellow NZDF whanau came out to support this event. A couple of times I wiped away tears of emotion and pride at our collective gathering to openly address the sadness that is evoked by this issue, which has touched many of our lives.

Championed and organised by local man Barry Neal, whose son Matt, 22, died of a suspected suicide a year ago, the 2.7km walk around Blenheim was followed by a free sausage sizzle, entertainment, speakers sharing their personal stories and the release of 150 yellow helium-filled balloons in memory of loved ones lost too soon.

Where To Get Help

Need to talk – 1737 free call or text 1737 to talk to a trained counsellor, any time 24/7
Suicide Crisis Helpline – 0508 828 865 (0508 TAUTOKO) (available 24/7)
Lifeline – 0800 543 354 (0800 LIFELINE) (available 24/7)
Samaritans – 0800 726 666 (available 24/7)
Youthline – 0800 376 633 or free text 234 or email talk@youthline.co.nz
0800 NZDF4U – A confidential helpline service that offers telephone support for all members of the NZDF, veterans, and their families. It’s available 24/7 and is staffed by trained (external) health professionals. If the help you need can’t be provided over the phone, follow-up support is arranged using an external provider for up to three funded confidential session.

Support Tools

– Mental Health Pocketbook
– Mental Health website
http://orgs/sites/nzdf-mh/default.aspx
– Leaders’ toolkit on the Mental Health website and HR toolkit
– Resilience training
International award for Defence health professional

“The NZDF’s Director of Health Policy Jane Dawson has received a Distinguished Practice Award from the International Federation of Pharmacists. The prestigious award recognises the significant contribution Mrs Dawson, a pharmacist, has made to the Federation’s military and emergency pharmacy section (MEPS).

Mrs Dawson is the permanent secretary of MEPS and works for the section in her own time, although much of the work feeds back into the NZDF’s humanitarian aid and disaster response (HADR) plan.

As secretary of MEPS she is a member of an international board that looks at aspects of pharmaceutical practice, including military pharmacy standards, and providing guidance.

The projects she is connected to are many and varied. One of the first she became involved in is the Pictogram Project, a communication tool that enables the safe prescription of medicine in a HADR situation where there is no common language. The system enables pharmacists to use digital imagery to explain how and why medicine should be taken and, for example, possible side effects.

After the Christchurch earthquake Mrs Dawson spent a significant amount of time dealing with issues that arose with pharmacies in the area. She collaborated with Japanese counterparts after the tsunami in that country in 2011, and an emergency policy and guidelines were identified to help pharmacists deal with the effects of disaster.

Much of her work with MEPs involves international collaboration and consultation with organisations such as Doctors Without Borders.

Mrs Dawson says she was delighted to receive the award and to have her contribution recognised.

“As a healthcare professional you are always driven to help people, and this is just one part of that.”
In the NZDF we talk a lot about leadership and what it means to be a positive leader. But what are we actually doing to equip our leaders to lead good teams? Squadron Leader (SQNLDR) Beth Gerling recently presented on this topic at the International Military Testing Association Conference in Bern, Switzerland.

SQNLDR Gerling drew on a paper she and Wing Commander (WGCDR) Mark Brewer wrote, which was included in the IMTA journal Technology and Leadership: International Perspectives. The paper, Start as you mean to go on: A new way of preparing command teams for operational deployment, looks at how we interact as leaders and team members on deployments and how this contributes to a successful mission.

The paper uses our current deployment to Taji as a case study. Institute for Leader Development (ILD) staff were involved in helping to prepare early Taji contingents for deployment. A range of leadership and team activities took place in order to create a positive environment. This included creating a team charter, agreeing on how negative behaviour will be managed, role-play to test how situations could be resolved without conflict, and everyone agreeing to the outcomes and expectations of the mission.

This isn’t the first time NZDF has contributed about leadership on the world stage. WGCDR Brewer and SQNLDR Delwyn Neill presented at the same conference in India last year. In fact we have been contributing to the Journal since 2007 and all past papers are available for free at http://www.imta/imla.aspx. The contributions from 2014 onwards are from the ILD.

SQNLDR Gerling said a number of people from other militaries commented at the conference that they were envious of NZDF’s ability to combine theory with real-life application due to our smaller size.

“This is a real strength of ours, to be able to try new things and make changes as needed. It enables us to put the scientist/practitioner model in practice, which is a big advantage. “The collegial nature of the participants is also a highlight. People are genuinely interested in what we are doing and how we are putting our theory into practice,” said SQNLDR Gerling.

The same Journal has released a “best of” volume, featuring NZDF’s CDR Mark Meehan with the opening chapter – quite a coup in the academic world.

If you are interested in reading NZDF’s contributions they are at http://www.imta/imla.aspx.

If you would like to find out more about ILD, the NZDF leadership framework, NZDF leadership transition courses or to access the leadership toolkit, this can be found on the intranet at: http://orgs/sites/hqznzd/nzd∞/page/teams_ild.aspx.
What a year for New Zealand Defence Force Rugby League. Both Men’s and Women’s teams participating at the Festival of Rugby League World Cups 2017, now currently centre stage organising Flag Bearers for the International Rugby League World Cup games played here in New Zealand while continuing to grow Women’s Rugby League throughout the NZDF.

Both Men’s and Women’s NZDF Rugby League squads displayed outstanding commitment, passion and competitiveness throughout the duration of the Defence Rugby League World Cup 2017, which was held in Sydney earlier this year.

The games were played at venues throughout the Western Sydney area including at Pepper Stadium, home of the NRL Club Penrith Panthers. The Festival of Rugby League Cups is held every four years so preparation starts about two years prior.
This year the Men’s pool comprised of Australia, Fiji, New Zealand and the United Kingdom and the first Defence Women’s Rugby League Cup was played between New Zealand and Australia. All games were fast and physical that suited the Fijian Defence game, which saw them run away with the win in the men’s finals against the former Defence World Cup Champions Australia.

The Women’s Defence Rugby League Cup came down to the final game “Winner Takes All”. Clever foot work from the scrum half Gunner Ruci Malanicagi (NZ Army) and Hooker Corporal Wairakau Greig (RNZAF) saw NZDF put first points on the board. From there it was try for try with the NZDF up by two points at half time. After a gruelling second half, the Australians nudged forward by one try taking the win and the first Women’s Defence Rugby League World Cup Championship title for 2017–2021.

Overall the atmosphere was amazing and the experience gained by the NZDF personnel was absolutely fantastic. The Women’s squad had a number of first time players who were excited to learn.

NZDF Rugby League has now organised flag bearers to parade during the opening of all four International Rugby League World Cup games played in New Zealand.

Most Valuable Player for each NZDF team for 2017 was awarded with a Warrant Officer Defence Force Manaia donated by WO1 Danny Broughton and presented to each player by Land Component Commander Brigadier Mike Shapland.

Men: LCPL Fetu‘u Ikahihifo (NZ Army)
Women: CPL Wairakau Greig (RNZAF)

Special mentions to our sponsors:
Combined Auckland/Christchurch RSA, Craig Walker Building Removals, PSP Limited, and BLK.

From here it is back to growing NZDF Rugby League for both Women and Men. Many will go back to play for individual service clubs, some for local clubs and some will attend just to learn the game and be with mates which is great, building for the future of NZDF Rugby League.

“Do the Mahi Get The Treats” 🍩
The spectacle of seeing the mighty C-130 Hercules come in to land during a South Island sunset is not something everyone gets the opportunity to witness. Always on hand until the job is completed our Air Force photographers, the crew flying this task and the air load team on the ground kept on working into the night supporting Exercise Southern Katipo.

Photographer
SGT Sam Shepherd

---

**Notices**

**80TH AVIONICS & NO 2 TTS REUNION**

We are holding the 80th Avionics Reunion on the 23rd – 24th March 2018 at the Air Force Museum of New Zealand in Wigram, Christchurch.

All serving and ex-service Avionics and related trade personnel are invited. The reunion involves a meet ‘n’ greet on the Friday night and a dinner on the Saturday night. Please go to http://www.rnzafavionicsreunion2018.co.nz to register your interest.

---

**Air Power Quiz**

**Q1:** What is the relationship of the Ross Dependency to New Zealand?

**Q2:** Who is officially recognised as being the first person to fly a heavier-than-air aircraft in New Zealand?

**Q3:** ‘First-Generation’ fighter capability refers to what?
Q4: Who was the most successful New Zealand fighter ace of World War One?
Q5: France has recently deployed a significant military force to Africa as Operation Barkhane. To what region, and what are its objectives?
Q6: What is SEAD?
Q7: Which country makes the Gripen multi-role fighter aircraft: Switzerland or Sweden?
Q8: What is a Kawasaki C-2?
Q9: What is a thermobaric bomb?
Q10: Who is the Chief of the Royal Malaysian Air Force?

Think you can stump our readers? E-mail quiz questions to the APDC via ohapdc@nzdf.mil.nz
SEASON’S GREETINGS