STUDENT PILOTS ON FORM AT EX WISE OWL

RNZAF KEY PLAYER IN DRUG BUST

PARACHUTISTS TAKE IT TO THE NEXT LEVEL
After almost five years away, it is a privilege to be back in Manawatu to lead and work with the men and women of Ohakea as we strive to deliver military air operations.

During my previous postings to Ohakea, and while watching from afar, I have observed (and participated in) the Base’s evolution. The creation of the North East Quadrant, the iterations of Command and Control, and the arrival of the Texan fleet are examples of changes that have shaped the Base and the RNZAF. Change, and the opportunity it brings, is constant and exciting. Successfully meeting change requires professionalism, adherence to our values of courage, commitment and comradeship and, importantly, clarity of individual and organisational purpose.

Delivering military air operations is our core purpose at Ohakea and across the RNZAF – accordingly it must be our overarching priority. Much of what we do day to day enables the provision of air power – airworthiness, safety, engineering, logistics, training – but these functions are not ends in and of themselves. Naturally it is important to get these enabling aspects of air power right – they are important. However, our core purpose is providing air power effects such as an Orion in the Gulf, an NH90 on a search and rescue, or a focused, agile military airbase.

Successful military air operations require military professionals who are experts in their vocation and in the profession of arms. Developing the air power profession-of-arms at Ohakea and in the wider RNZAF is key to our Air Force’s ability to provide credible and effective air power effects. Ohakea is the home of both RNZAF flying training and the Air Power Development Centre – what better place to take a central role in growing the air power profession in the RNZAF and the NZDF?

“He aha te mea nui o te Ao?” “He tāngata, he tāngata, he tāngata.”

The RNZAF relies on the service and sacrifice of e te iwi tua-a-rangi, including whanau and supporting contractors and communities, to achieve military air operations. Therefore, maximising the opportunity for Ohakea’s people to lead, innovate and succeed must be an enduring priority.

Leadership and innovation at all levels is essential to the continued production of air power effects in increasingly complex circumstances. These same skills and attitudes are also critical for a successful and timely Introductoin Into Service (IIS). As the NH90 fully enters service, Ohakea’s attention will focus on IIS for the Air Crew Training Capability.

Learning the lessons of past IIS will ensure this exciting step up in training capability enters service effectively and efficiently.

Ohakea has a strong sense of community on several levels. It is important that the Base has an integrated, safe, caring and respectful community where diversity of thought and action is embraced. A community like this helps ensure the wellbeing and success of Ohakea’s people by creating a great living and working environment.

With clarity of purpose and a strong community characterised by focused people living and working by our values of courage, commitment and comradeship, Ohakea will be the best military air base it can be. Like Whenuapai, Wellington and Woodbourne, Ohakea will enable and deliver credible air power effects around New Zealand and the world.
Exercises

Student Pilots in Line with their Mates

By Rebecca Quilliam

Students on No. 14 Squadron’s pilot course left the plains of Manawatu to learn formation flying over the sea around Hawke’s Bay recently. Views of farmland and mountain ranges were replaced by coastal vistas and the odd dolphin. Air Force News chats to the Defence Force’s next pilots about flying alongside their mates during Exercise Wise Owl.

Eight trainee pilots took part in the exercise, which was based at Hawke’s Bay Airport in Napier. They were supported by pilot instructors, refuellers, a maintenance support team, a fire crew and administrators.

The different airspace challenged the pilots to fly the T6-C Texan II aircraft in an unfamiliar area and at an operating airport with civilian aircraft.

Flying instructor FLTLT Mary Robertson said the exercise was also designed to build on their basic formation flying skills they had learned already at Ohakea.

“Formation flying is another string in their bow – it adds a whole extra element and helps them develop as pilots. To both lead a formation and follow as a wingman, it’s not just thinking about yourself anymore. Really getting them to work as a team and think about how their actions and decisions are affecting other people.”

Formation flying was one of the coolest things the students would get to do on their course, she said.

“By the time the exercise finishes we hope they’ve gained an appreciation for everything formation flying and how to get themselves safely around the sky together.”
OFFICER CADET, Connor Broughton

“The formation was a big highlight for me – I’m enjoying every flight. It’s really dynamic – with your general handling flying you do loops and aerobatics but in formation you’re doing that with another aircraft and it just adds another level. So it’s a challenge. I think that’s why I like it so much – you’ve got to keep your eyes on the aircraft the entire time.

OFFICER CADET, Daniel Ingle

“We had a few lead-in flights over Ohakea, but this is getting into the thick of it and doing more advanced formation stuff. It’s cool, and it’s quite challenging. Like everything else, the instructors are pushing us through quite quickly and as soon as they see us getting comfortable they start taking us to the next level.”

OFFICER CADET, Dave Jimenez

“Flying with other planes so close is awesome. It was what I was looking forward to the most. It’s fun. You’re not so intellectually busy – it’s more of a hand and feet exercise. It’s a challenge. I knew it was not going to be easy.”

OFFICER CADET, Cameron Pilkinton

“Most of the time we’re taught to avoid other aircraft, and now we’re trying to get close to them without hitting them. We’ve just started doing tail chase, which is a little bit more military again – it’s kind of a step down from a dogfight – following another aircraft through aerobatics, loops and barrel-rolls. It’s getting even more interesting now.”

PILOT OFFICER, Dylan Arlidge

“Formation flying is amazing and we’ve been flying pretty low levels, so 2000-3000 feet above the water. When you’re in a turn, you’ve got the backdrop of the ocean behind you and it’s pretty nice. We see the odd pod of dolphins and whales. When you’re flying out there next to your mate you look down and realise you’re pretty lucky – we let out a good yell every now and again.”

OFFICER CADET, Seth Fagan

“I’ve been looking forward to formation flying the whole course, so cracking into it has been awesome. It’s definitely a lot harder than I thought it would be. The initial learning curve is quite steep, when they first put you next to another aircraft. It’s difficult to stay in the same position – it’s harder than you think.”

OFFICER CADET, George Bellamy

“I’ve found formation flying the most challenging so far – it’s taken the most finesse. But also it’s been one of the best parts of the course. Being lead is difficult – you always have to think five steps ahead to make it easy for your wingman or else he’s going to get left behind. So that’s been a big learning curve.”

LIEUTENANT, Stephen Knowles

I’m a warfare officer with the Navy – so am up on the bridge driving the ships. I just wanted a change and the helicopter pilot role within the Navy flying Seasprites looked challenging. It’s certainly challenging trying to fly next to your mate. We’re developing our intuition around distances between aircraft – eventually it will become second nature.”
A prototype PV generator solar panel has been used for the first time during Exercise Wise Owl. Not only did it generate enough power to run the exercise – it provided too much. The man behind its design told Air Force News the value the technology will have to the NZDF in the future.

The concept to build the generator for the Air Force to use came after Tropical Cyclone Winston devastated much of Fiji in February 2016, Base Ohakea electrical bay supervisor Merlin Astley-Jones said.

“The generator doesn’t run on fossil fuel, so it can be loaded on to an aircraft safely. Then we can turn up any time, anywhere in the world and provide power.”

In any Humanitarian Assistance and Disaster Relief (HADR) event, fuel was the biggest problem because it was either contaminated or there was none, Mr Astley-Jones said.

“But every day the sun comes up and a solar PV generator can make power. We could land and get a command post running with communication and be effective from the moment we touch down.”

The panel folded down and sat inside a small trailer, he said.

“Solar power is the way of the future. The systems are much better than they used to be, they are much more cost effective and they are more readily available – it’s all off the shelf.”

The system converts solar energy DC into AC current via the converter. Excess power is stored in the battery pack, which can be used in times of peak demand or at night. The whole system is rated at 3kW and can supply that amount of power constantly.

During Exercise Wise Owl the panel supplied energy to three cabins, powering computers, phone chargers and lights – everything the exercise needed.

“I did a lot of paper exercises about how it should work and it’s better than I expected,” Mr Astley-Jones said.

“We can make all this power and we can put this right next to a tent. It’s not going to make a noise, our footprint is going to be smaller and we’re not going to need to carry so many cables.

“With the battery pack it can be packed up and good to go at a moment’s notice – and it can even give power at night.”

Fun Fact

The name solar can be misleading because the panel is photovoltaic (PV), which just needs light. A sunny day will provide more light, but it still generates power on a cloudy day. The only condition in which it would struggle is during a volcanic eruption where there is a lot of contamination in the air that blocks the light.
Aerial photographs taken by a C-130 Hercules shows the scale and spread of a bushfire that threatened nature reserves in the Chatham Islands.

The NZDF sent a No. 40 Squadron C-130 Hercules to the Chathams recently to conduct an aerial survey to help Fire and Emergency New Zealand (FENZ) assess the scale of the blaze.

The bushfire did not pose a risk to people or structures, but had burnt more than 1500 hectares and was threatening conservation land.

Air Component Commander Air Commodore (AIRCDRE) Darryn Webb said the photographs and other data collected were provided to FENZ to help them decide how they could assist in controlling the bushfire.

Chatham Islands is an archipelago in the Pacific about 800 kilometres east of the South Island.

About 600 people live on two of the 10 islands that make up the Chathams and rely on conservation, tourism, farming and fishing.
Giving the Rescuers a Lift

By Rebecca Quilliam

After 24 hours of searching for two lost hunters in heavy rain and muddy, rain-sodden bush, a Land Search and Rescue (LandSAR) team was very pleased to hear the familiar sound of helicopter rotors from an NH90 flying in to pick them up.

A father and son had become stranded in the Tararua Ranges last month when a downpour caused rivers to swell. The pair made a shelter and hunkered down for the night.

Teams from Horowhenua LandSAR were sent in to search the 16-square-kilometre area the hunters were believed to be in.

Rob Bigwood was in the initial search party.

“We were called out in the afternoon and tramped into the area until about 4.30am on Thursday, when we had a few hours sleep, then carried on.

“We found their overnight camp in a gorge. There were signs there that definitely weren’t animal, but they were hard to distinguish as human because of the rain, so we scrambled up the bank and found meat they had discarded and their emergency shelter.”

That day other teams entered the area and came upon the hunters, who were making their way out, but Mr Bigwood’s team was out of communication range, so was unaware.

An NH90 was called in to collect the team members, who were exhausted by then.

“We always feel pretty good when we see the chopper coming over the hill. Being extracted out of a search by a helicopter – which saves us from walking out – means that we can go to work fresh that afternoon or the next day, which makes it easy for our employers to keep letting us volunteer.

“And those NH90s are so capable – they can pull us out of anything.”

Co-pilot on the mission Flight Lieutenant Andrew Stewart said the crew was given a general idea on where the search team would be.

“Because of the terrain they didn’t have radio communication with the SAR base, so nobody knew exactly where they were. We flew to the general point and they were about a kilometre away, but because they were in high-vis vests it was pretty easy to spot them.”

There was nowhere to land, so they crew had to winch up the searchers.

“There were five people that we extracted and took to Levin. They were quite happy to get out.”
An RNZAF P-3K2 and its crew found seven survivors from a ferry with about 100 people on board that was reported missing in Kiribati recently.

Air Component Commander Air Commodore (AIRCDRE) Darryn Webb said the P-3K2 Orion aircraft deployed to help a multinational search for the missing interisland ferry MV Butiraoi. It found a five-metre dinghy adrift in the Pacific Ocean with seven people on board within two hours of reaching the search area on January 28.

The survivors, three men – two aged in their 20s and one aged 34 – and four females – three in their 20s and one aged 14 – were understood to be in reasonable health.

“The crew dropped them aid supplies containing water, food and a radio and tried to establish communication with them,” AIRCDRE Webb said.

A fishing vessel contacted by the Orion to support the rescue effort was about 92 kilometres northeast of the dinghy’s location and reached the survivors about mid-afternoon.

The Orion continued to search the area, making every effort to locate any more survivors. The air search was suspended on February 2.

The Rescue Coordination Centre New Zealand coordinated the search and requested specialist, long-distance, search aircraft. The aircraft were provided by the RNZAF, Australian Maritime Safety Authority, Royal Australian Air Force, and the United States Coast Guard.

Butiraoi, an inter-island passenger ferry, left Nonouti Island on January 18 for a two-day, 250km trip to Betio, the largest township of Kiribati’s capital city, South Tarawa. The 17-metre wooden catamaran sank that day and after failing to arrive on January 20, a search was sparked.

Local authorities said the boat ran aground and underwent repairs to its propeller shaft before it left Nonouti Island. It has a high frequency radio but it was not known whether it had enough fuel and emergency supplies on board.

The NZDF flew nearly 140 hours on 13 search and rescue missions in New Zealand and the Pacific in 2017.
Luz Baguioro, Public Affairs Manager – Joint Forces New Zealand

A Royal New Zealand Air Force P-3K2 Orion aircraft helped the Royal Australian Navy (RAN) intercept a suspect vessel in the Western Indian Ocean recently, preventing just under a tonne of heroin from being smuggled to Africa. Working on surveillance information from the Orion, crew from Australian frigate HMAS Warramunga boarded a fishing boat and found a cache of heroin worth about NZ $300 million.

Orion Plays Key Role In High Seas Drug Bust

Two Royal New Zealand Navy sailors, posted on exchange on the Australian frigate, drove the sea boats to transport Warramunga’s boarding party and the cache of illegal narcotics seized.

The Orion had tracked the boat and stayed in the area while Warramunga’s crew inspected it. The narcotics were found stashed in the hold of the boat.

“This latest seizure is the product of the collaboration between the New Zealand Defence Force (NZDF) and the Australian Navy, and demonstrates the value of having a coalition of countries like the Combined Maritime Forces work together to promote maritime security,” said Squadron Leader Adam O’Rourke, who is leading the NZDF’s 55-member maritime surveillance detachment in the Middle East.

“One of the rewards of being part of this mission is knowing that the work of the team has a direct impact on illegal activity, by taking away terrorists’ income streams. It’s great to know that our contribution makes a difference.”

Commander Dugald Clelland, RAN, the Commanding Officer of Warramunga, said the operation was a team effort between close partners.
“The NZDF maritime patrol aircraft was able to identify the vessel and direct us to a successful boarding, resulting in the seizure of a very significant quantity of illegal narcotics,” he said.

Joint Forces New Zealand Acting Commander Air Commodore Kevin McEvoy said the latest seizure was a credit to both the NZDF and the Australian Navy and highlighted the skill and professionalism of our personnel.

“More importantly, the fantastic result demonstrates how the NZDF directly supports the multinational effort to defeat terrorism and prevent drug trafficking through the Combined Maritime Forces.”

The Combined Maritime Forces (CMF) is a 32-nation naval partnership that promotes maritime security and seeks to defeat terrorism and prevent piracy and the trafficking of people and drugs across about 8.2 million square kilometres of international waters.

Although there are warships from CMF participating nations that intercept and board the drug trafficking vessels, surveillance information from maritime patrol aircraft plays a crucial role.

The CMF estimates that it takes a maritime patrol aircraft only 27 days to comb the CMF Combined Task Force 150’s area of operation, which spans 5.2 million square kilometres in the Indian Ocean. In contrast, it would take a frigate 400 days to cover the same area.

“Finding a trafficker that is moving and has an active interest in avoiding a warship is like looking for a needle in a haystack,” the CMF said.

But “with intelligence-led planning, maritime patrol aircraft can search specific areas and feed this information to the warships (that) can pursue and intercept the dhows (vessels).”

The NZDF sent an Orion and the detachment to the Middle East in February 2017 to work as part of the Combined Maritime Forces for 12 months. The Orion has flown more than 900 hours on 119 missions so far.

Between April and June 2017, tip-offs from an RNZAF Orion led the CMF to bust three vessels trafficking 650 kg of heroin worth about NZ$400 million in the Indian Ocean.
Command of Royal New Zealand Air Force Base Ohakea has changed hands and is now firmly under the charge of a leader who is no stranger to the operational military base.

Group Captain (GPCAPT) Nick Olney handed over control to GPCAPT Shaun Sexton in front of the Air Component Commander Air Commodore Darryn Webb and several hundred members of Base Ohakea.

Under the command of GPCAPT Olney since 2015, Base Ohakea has completed several operational milestones including the introduction into service of the A109, NH90 and T6-C Texan II, the opening of the new pilot training facility, the re-establishment of No. 14 Squadron and the opening of the RNZAF Tūrangawaewae.

Base Ohakea also hosted the 2017 Air Tattoo in celebration of the RNZAF’s 80th Anniversary.

“It is always a privilege to be given the opportunity to lead people and it has been a special privilege to lead a group of people who demonstrate such a high level of professionalism and who make such a positive impact regionally, nationally and internationally,” said GPCAPT Olney, who is heading to the Centre for Defence Strategic Studies in Australia to embark on a Defence and Strategic Studies Course.

As a pilot in No. 3 Squadron based at Ohakea, GPCAPT Sexton completed numerous New Zealand and overseas operational tours in Antarctica, Bougainville, East Timor and Solomon Islands flying the UH1H Iroquois.

In May 2008, he became the project officer for the NH90 Introduction into Service. In October 2010, he was appointed Commanding Officer of the Helicopter Transition Unit, the entity charged with the introduction into service of the A109LUH (NZ) and NH90 (TNZA) helicopters at Base Ohakea.

Most recently he was Commander of the New Zealand Defence College prior to taking up his new position.

“To be able to continue to build on the strong operational framework already established at Base Ohakea is an exciting prospect and I am very appreciative of the huge amount of work Ohakea has achieved under GPCAPT Olney.

“I’m looking forward to continuing the strong and positive relationships we have with our neighbours and the wider region.”

New Commander at Base Ohakea
Almost 20 years to the day after Wing Commander (WGCDR) Richard Deihl joined the Air Force, he started a new role as No. 40 Squadron’s Commanding Officer.

It was a homecoming for him as his first posting was to the squadron after training as a navigator.

Growing up in Bulls, WGCDR Deihl was inspired to join the Air Force by watching the aircraft train at nearby Ohakea.

“A recruiter came out to school and talked about the qualifications needed to join and I realised that I had those and I could apply. After attending the Air Force selection board I was offered a role as a navigator and I thought that sounded pretty cool.”

Coming back to the squadron was an excellent opportunity for WGCDR Deihl, who said it was filled with “like-minded, capable, intelligent people”.

“It makes the job really easy. I’ve talked to a lot of people with other jobs who have dreaded going to work. I’ve had few, if any of those days in my career.”

He has taken over a busy squadron, which is flying and contributing every day of the year. It’s those operations that WGCDR Deihl loved most about his career.

One of the bigger operations he was involved in was flying into Afghanistan in 2003 from a base at Kyrgyzstan. The detachment was embedded in a United States Air Force C-130 squadron in support of Operation Enduring Freedom.

“We were flying into Afghanistan every day and going into some of the hotter parts of the country, so I think that was particularly one of the highlights. I’d previously been to East Timor and Solomon Islands, but it was a real step up going into that kind of environment. It really focused the squadron on tactics and procedures.”

Now, WGCDR Deihl is keen to ensure his personnel are given the opportunities to develop into the next generation of leaders.

“My goal is to pass the squadron to people who are trained and knowledgeable and having the appropriate experience to continue taking the squadron forward.”

In the background is the challenge of managing an aging fleet of Boeings and Hercules, he said.

“They’re coming to the end of their lives and with that is increased maintenance burden. That means there’s less hours available. So that’s going to be one of the challenges – at the same time I need to build the squadron to be ready to introduce the new aircraft. We need a lot of capable, experienced people to be able to handle the transition.

“It’s a big job and I’m really excited. It’s great to be back and it’s a great place to work.”
The Path To Parachute Jump Instructor

Jumping out of an airborne aircraft is not for the faint-hearted, but choosing to do so on a regular basis and as a career is something else altogether. But that is what our latest Parachute Jump Instructors have done after recently graduating and being presented with their brevets. Acting Sergeant (A/SGT) Matty Ford tells Air Force News about his journey to becoming an instructor.
“You never forget your first jump,” A/SGT Ford said. He was high above the earth looking down over Whenuapai when he took his first plunge and was feeling a mixture of nerves and excitement.

“The altitude and the speed weren’t big factors, but then when the doors opened and the noise of the engines and the wind coming through, they were the things I remember. I thought if this was the career I wanted to take, I can’t back out now.”

“Whether I wanted to or not, I was always going to get out the door on my first jump.”

A/SGT Ford and Acting Corporal Sacha Weist were recently presented their Parachute Jump Instructor brevet by Air Component Commander Air Commodore Darryn Webb at Base Auckland.

“I’ve always been interested in being an instructor of some sort and being a Parachute Jump Instructor is something not many people do, so I thought I’d give it a shot,” A/SGT Ford said.

His training has so far offered a number of opportunities, including using the vertical wind tunnel in Sydney for simulation training and jumping at night – which has its own unique challenges.

“It’s different to daylight jumping when we have features on the ground we can use.”

There was a psychological component to coming to terms with jumping out of an aircraft and some people simply can’t make their bodies move out of the door, he said.

“If someone refused on a low-level jump we would stop the drop and give them another opportunity to try to get out and talk with them. If they continue to refuse, we won’t make them.

“When we teach people coming through, we do talk about the mental aspect of it. It’s not a natural thing to jump out of a plane so when people show up to jump on a flying programme they’ve got to be mentally switched on and ready to go.”

SQNLDR Paul White

“It is with great honour I welcome A/SGT Matty Ford and A/CPL Sacha Weist to the PJI cadre, “ says SQNLDR Paul White.

“Matty and Sacha can be immensely proud of their achievements so far. They have worked hard since August last year to become PJI’s, overcoming one or two minor disappointments along the way, and have now graduated as qualified Parachute Jump Instructors, no mean feat.

“To see both individuals receive their PJIs brevets is one of the most rewarding aspects of my role as OC PTSU. The calibre of the instructors employed at the Unit is nothing short of exceptional and Matty and Sacha will only add quality to an already talented pool.

“That said, we are always on the look out for the next crop of PJSIs with the Unit seeking applications for two PJSIs this coming year and hopefully a further two in 2019. If any soldier, sailor, airman or airwomen is interested in becoming a PJI, they should feel free to contact PTSU or their Career Managers to discuss options.”
Seasprite Simulator Ready for Duty

By Lieutenant Sarah McWilliam, RNZN, Observer, No. 6 Squadron

The SH-2G(I) Seasprite Full Mission Flight Simulator has recently completed a major upgrade, marking a significant milestone in the SH-2G(I) Maritime Helicopter Capability Project. Now released for aircrew use, it is already in high demand at No. 6 Squadron at Base Auckland.

A full hydraulic motion simulator, the cockpit and projection dome are mounted on six hydraulic legs that offer six planes of motion. It’s housed in the purpose-built facility in No. 6 Sqn Headquarters building, along with associated classrooms, support facilities and briefing rooms.

Following this recent software and hardware upgrade, the visuals, scenario staging, and aircraft handling are so accurately representative that simulator hours now contribute to true flying hours for personnel flying records and currencies.

The simulator is configured for the same pilot/observer/loadmaster crew as in the aircraft, ensuring crew dynamics and flight roles in the simulator are identical to those performed in the real aircraft. With all flights treated as real, the aircrew brief, prepare, dress and act in every way as they would in a real flight. Every sortie is then taken from engine start-up and departure through to landing at the scheduled flight landing time, or “charlie time”, and aircrew utilise the full weapons and sensor suites of the aircraft.

With the incorporation of a night-vision capability, night sorties can now be conducted using the aircrew’s night-vision goggles. Practically true to life, the upgraded visuals are particularly striking – appropriate New Zealand airfields are modelled to the highest real-life detail, and embarked procedures are equally realistic, with the recent upgrade including the incorporation of highly detailed and accurate models of the current RNZN fleet units.

Even more complex embarked maritime sorties and evolutions can be carried out with significant realism. This might include anything from high-sea-state deck landings to low-light night operations or utility work over the flight deck to complex multi-asset warfare scenarios and missile firings.

Controlled from the external instructor-operator station, real-time monitoring of all cockpit instrumentation, radios, audio and visuals allows instructors to drive scenarios to achieve specific training aims through the external manipulation of the cockpit systems and the simulated environment. Weather systems can be tailored with complete detail by controlling everything from the sea
state, precipitation, visibility and wind to air pressure and any approaching weather systems. Terrain modelling is true to the New Zealand topography, while aircraft handling responses are true to the real aircraft, and up to 40 other simulated assets and units can be added and manipulated, meaning scenarios can feature anything from the appropriately attired personnel marshalling on the flight deck of the ship to other aviation-operating maritime units, to enemy aircraft, land units and submarines.

As such, the simulator is a significant training asset to 6 Sqn, one that is set to become a crucial tool in the conversion and continuation training of SH-2G(I) aircrew.

Of most note is the training benefit that this simulator provides for aircrew emergency management training, which is now able to be fully conducted on site, rather than through an external provider. The increased regularity of training that this allows ensures crews can develop the critical “muscle memory” required for time-critical emergency responses, without the “exercise-itis” that acting out critical malfunctions in real aircraft can instil.

No. 6 Sqn Synthetic Training Systems manager Dave Carroll said aircrew and instructors had been “biting at the bit” to get back into the simulator. “The updated system is a real step up in visual quality and overall performance and will provide cost-effective aircrew flight and mission training, while reducing the reliance on real-time aircraft and ship assets.”

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**Did You Know...**

- **CREW CAPACITY:**
  1 x Pilot, 1 x Observer/TACCO, 1 x Loadmaster or Instructor

- **OFF-BOARD INSTRUCTOR/OPERATOR STATIONS:** x 2

- **WEIGHT:** 14,515kg

- **MOTION SYSTEM:** 6 hydraulic legs providing independent 6 directions of motion with 81cm of movement on each leg

- **MOTION ACCELERATION:** 0.8G Max

- **CONTROL RESPONSE LATENCY:** <100msec

- **VISUAL DISPLAY SYSTEM:**
  5x 2048 X 1536 QXGA HD projectors

- **VISUAL FIELD OF VIEW:**
  210° Lateral, 60° Vertical

- **IMAGERY RESOLUTION:**
  15m worldwide, 1m local area and 0.6m at specific airfields

- **VISUAL SCENE RANGE:** > 35nm

- **AVAILABLE VISUAL ENVIRONMENTS:**
  Day, Night and Night Vision Goggle mode

- **MOVING MODEL DATABASE:**
  60 fully controllable ship, aircraft, submarine and miscellaneous moving models with up to 30 displayed simultaneously

A visual approach is undertaken to the flight deck of HMNZS Te Mana
No. 3 Squadron’s NH90s are workhorses. They fly search and rescue (SAR) missions, haul heavy equipment and structures around the country, attend disasters and are ready for combat.

Recently, one of our NH90s, NZ3302, reached its 1000th flying hour milestone. On its return to Base Ohakea, the achievement was celebrated with a good dousing by our fire unit.

NZ3302 has a history of being first. Not only was it flown in Fiji, the first overseas operational deployment of the NH90s, to help provide relief after Cyclone Winston, but over the past 1000 flying hours it has led the way in developing new capabilities and supporting New Zealand.

NZ3302 was the first RNZAF NH90 to fire live flares, as part of the aircraft’s self-protection system used for combat operations.

It was also one of the first RNZAF NH90s to land on HMNZS Canterbury while the ship was under way, training extensively with Canterbury’s crew to help them become proficient at operating in an embarked environment. And in April last year it was sent to Bay of Plenty to provide support after Tropical Cyclone Cook caused flooding.
Fun Fact:

At its maximum speed of 300km/h, in 1000 hours an NH90 could make seven trips around the planet, or 187 trips from Cape Reinga to Bluff.
NZDF Photographer’s Talent Recognised

By Rebecca Quilliam

When Defence Public Affairs photographer Leading Aircraftman Dillon Anderson isn’t deployed capturing images of our personnel on exercise or operations, he turns his eye and camera lens to the animal world. He has recently had his talent recognised by winning a prestigious wildlife photographic award – and part of the prize is going on an African safari. He tells Air Force News about the winning shot.
To take a photo of the rare and elusive Margay cat, Leading Aircraftman (LAC) Anderson had to set up equipment in the Amazon forest and sit for hours each night for about a week.

“It was a little bit scary, you can’t see much and you feel as though something could easily creep up on you. There are jaguars and the locals wouldn’t go with me at night for that reason.”

LAC Anderson spent about seven months over 2014-2015 living in the Amazon, in the Pastaza region of Ecuador near the Peru boarder, after finishing his photography degree in New Zealand.

“I wanted to do a longer and more serious photo project on wildlife, which is my main interest. So I got a low-paid/voluntary job doing photography for a couple of lodges in the Amazon.”

He was keen to take photos of the jungle’s lesser-known animals and the Margay seemed like a good challenge.

“I found a place where I hoped the cat would be walking and spent some evenings with the set-up. I put a camera on one side of the tree, a flash on the other side and took a remote trigger with me a little distance away, but still able to see the area.

“I waited a couple of hours every evening for about a week before getting the shot. I guess I’m a bit of a risk taker, but at the same time I really wanted to get photographs while I was out there.”

The risk paid off and the stunning shot won the wildlife photo award.

The $12,000 prize included an F-stop camera bag, a camera trap that is triggered when it senses the heat of an animal when it walks past, an exhibition of his photographs in New York and an African safari in Zambia for two.

“I took my best friend. It was a pretty sweet trip,” LAC Anderson said.

While in Africa he also photographed African wild dogs, giraffes, lions and leopards, as well as elephants that came to eat from the mango tree at the lodge where LAC Anderson was staying.

“There were prides of lions that walked past us with their cubs and a few leopard encounters at night, which was pretty amazing. They were beautiful and mysterious.”

Photography had interested LAC Anderson since he was a teenager growing up near Nelson.

“I remember when I was 16, I was looking at some birds in our hedge and I wanted to see into their world, but I couldn’t see with my own eyes.”

He bought a camera with a zoom lens that cost almost more than the teenager could afford.

“As soon as I started using that I knew photography was what I wanted to do.”

Since joining the Air Force in 2016, LAC Anderson has covered a number of Air Force activities, including travelling with No. 40 Squadron to take supplies to Vanuatu after a volcano forced the evacuation of residents from a nearby island, and picking up troops from Papua New Guinea and Timor Leste for Exercise Southern Katipo. He was also part of the team showcasing the 2017 RNZAF Air Tattoo.

A herd of elephants in Zambia

A leopard in Zambia
The New Zealand Bomber Command Memorial Trophy was commissioned in 2013 to recognise the operational unit of the RNZAF that has demonstrated excellence in performance. The latest recipient is No. 3 Squadron Maintenance Flight.

Last year, No. 3 Sqn Maintenance Flight excelled across several areas, providing a direct and significant contribution to the output of the New Zealand Defence Force.

The Flight comprises distinct elements responsible for A109LUH (NZ) and NH90 TNZA helicopter maintenance. The A109 Flight has worked extremely hard to increase availability while faced with a complex and distant supply chain. The fact that Helicopter Basic Courses have continued apace for both Pilots and Helicopter Loadmasters is in no small part due to the effort put in to increase availability.

NH90 Flight has been faced with unique aircraft recovery tasks that have not been experienced previously by many NH90 operators. Two significant events stand out. The safe and efficient recovery of an aircraft following rotor strike in the Ohakea Training Area posed several environmental and technical challenges that were ably overcome by the small team of technicians charged with the recovery. The other was the resultant twin-engine change conducted in the field at the top of the South Island, following an engine failure over Cook Straight. Both of these events demonstrated the proactive approach and operational focus of No. 3 Sqn Maintenance Flight.

Throughout the year, the squadron supported the delivery of new capabilities for the NH90. These have included the evolution of a fully embarked capability, which culminated in the successful amphibious lodgement of soldiers during the Southern Katipo 17 exercise. Other capabilities released in 2017 included clearing the NH90 for live fire of the MAG58 weapon, enhancing the NH90’s effectiveness as a battlefield support helicopter.

Earlier in the year No. 3 Sqn was deployed by HMNZS Canterbury to participate in Exercise Talisman Saber 17 in northern Queensland, Australia, where the unit integrated seamlessly into the Pegasus Battle Group. Although comprising just 7% of the battle group’s rotary fleet, No. 3 Sqn delivered 25% of the lift missions, a feat achieved through unprecedented in-field availability of the deployed NH90s.

Squadron Commander Squadron Leader Stu Pearce said he couldn’t be more proud.

“This award is recognition of the contribution each and every one of Maintenance Flight has made to No. 3 Sqn. We’ve faced complex technical and logistical challenges at home, and deployed and embarked and maintained a high state of readiness throughout the year. At the same time we have supported local training and other tasks which has taken a lot of hard work. I’m delighted the team’s efforts have been recognised with this award.”

In recognition of their consistently high performance throughout 2017, Chief of Air Force AVM Tony Davies presented MFC 3 SQN with the New Zealand Bomber Command Memorial Trophy at a ceremony held at RNZAF Base Ohakea.
Dog unit celebrates 50 years at Whenuapai

By Suzi Phillips

Five decades of Military Working Dog (MWD) training in New Zealand were celebrated at RNZAF Base Auckland in Whenuapai recently.

Former and present MWD handlers, guests and family members gathered to share memories and experiences at a handling display and dinner.

Among those gathered were former Flight Sergeant Mick Martin, the first leader of the unit in 1975 (then the Dog Section of Police Flight), and Aircraftman (AC) Matt Martin (no relation), the youngest new recruit to the section.

The first woman dog handler, Gaylene Van Wijk, who lives now in Wairarapa, met an old friend in former colleague Roger Parton, who had helped establish the first dog patrol at Whenuapai in 1967 and was a dog handler there until 1970.

The Corrections Department was represented by Moses Toeke, who had approached the Dog Section 26 years ago, seeking help to train the first drug detector dogs for use in prisons.

Mr Toeke said he had undertaken the first drug-detector dog course at the Section in 1991, organised by Mick Martin and led by Sergeant Nigel Allsop. From there they were able to set up a Drug Detector Unit in the Justice Department.

“It was great that Mick and Nigel were able to get us going to become an effective and efficient dog unit within Corrections,” said Mr Toeke. “Without Mick and the Air Force back then we would not have become a professional dog team.”

After refreshments, the gathering watched as AC Martin had his MWD Chase complete an obedience and agility display. He was followed by Leading Aircraftman Tom Olsen with Koda, which demonstrated apprehending a trespasser in a scenario that included the use of a drone with camera to find an offender hiding under a vehicle.

MWD unit Co-ordinator Sergeant Pete Barrass said the day was a culmination of more than a year’s work tracking down former handlers who had served in the RNZAF Dog Unit over the past 50 years.

“Unfortunately some handlers have passed and many have moved overseas. However, I was pleased so many ex-handlers turned out for the celebration.

“During my 10 years associated with the Dog Unit I have seen many young handlers develop their skills and I must compliment my current batch of handlers, who worked extremely hard to organise the event.”

The dinner in the base’s mess was attended by more than 30 MWD former handlers and supporters and was a fitting end to the 50-year celebrations.

AC Matt Martin demonstrates Chase’s obedience through an obstacle course

Mick Martin gives plaque to SQNLDR Ivan Green
The Vietnamese People’s Army is about to send its first-ever contingent on a United Nations mission and to help them prepare was Base Auckland Learning and Development Officer Flight Lieutenant (FLTLT) Andy Judge.

Based at a Military Hospital 175 in Ho Chi Minh City, FLTLT Judge recently taught English to 34 medical and support personnel who are getting ready to deploy.

“My job was to give the group I was teaching survival English – just to be able to hold a basic conversation in English,” he said.

The inaugural deployment is no walk in the park - the Vietnamese are being deployed on the UN mission in South Sudan (UNMISS), taking over the British field hospital in Bentiu.

“It’s a big jump for them. I believe they’ve sent one or two people over during the past few years in an observer-type role, to build a picture on the ground for what they are in for, and then they will jump into it from April.”

It’s a five-year commitment, with a 12-month rotation.

The personnel were learning a second language while maintaining their normal roles. FLTLT Judge said it was difficult, but the group was highly motivated and excited about the deployment.

“For them it’s a big honour to be part of the first contingent to deploy,” he said.

“They’ve had various nationalities teach them and they reckoned the Kiwi accent was the easiest to understand. They thought it was because of the vowel sounds, which was quite interesting. It seemed to be the Maori influence. I taught them a few Maori words and they picked them up very quickly – a lot easier than English, because some of the vowel sounds were similar to Vietnamese.”

The role came naturally to FLTLT Judge, who was a teacher before joining the Air Force 10 years ago.

“Going to Vietnam was a great deployment. It’s always awesome to teach such eager students and knowing the training will make such a positive difference to their next challenge.”

New Zealand’s Ambassador to Vietnam Wendy Matthews said New Zealand’s contribution to practical capacity-building of this kind would help Vietnam to take up successfully the important international role.

“The students I saw in the classroom were very engaged and excited to learn,” she said.

“New Zealand’s support has been appreciated by the Vietnamese Government, and this kind of cooperation will pay dividends for our overall defence relationship over the longer term.”
Preserving RNZAF Vietnam War History

By Scotty Wingfield

RNZAF Archives at the Air Force Museum of New Zealand are calling for Flight Log Books from pilots and air crew who flew in the Vietnam War in No. 41 and No. 40 Squadrons between 1962 and 1975.

Your log books not only represent your own personal contribution during this conflict, they also record the names of other RNZAF crew members who flew with you, friends and comrades who filled an important role alongside you.

Your log books will have recorded the flights you undertook in Vietnam and will form a crucial part of New Zealand history. As many of you know, the Flight Authorisation Books for 41 Squadron operations during the Vietnam War have been lost and your log books are effectively the only accurate record of the flights and crews that served in Vietnam. So these records must be preserved.

RNZAF Archives encourage you to secure those records in perpetuity. Don’t let your log books be lost or end up on a shelf in someone’s garage. You or your family can donate them now, or you can bequeath them to the Air Force Museum at Wigram, where they will be secured and preserved for the future.

To donate your log books directly to the Air Force Museum, please contact Emma Meyer, Museum Registrar, Air Force Museum, Private Bag 4739, Christchurch 8140. Or for assistance or to chat about any of these matters please contact Scotty Wingfield on (03) 3373 644, or write to him at PO Box 33134, Barrington, Christchurch 8244.

OUR HERITAGE
DSSG Celebrates Success

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

Defence Shared Services Group (DSSG) celebrated its inaugural awards in Trentham recently, celebrating the success of its staff across the country.

DSSG is responsible for the effective provision and efficient delivery of shared services to the entire New Zealand Defence Force (NZDF). It supports NZDF’s strategic outcomes while achieving world-class shared service.

DSSG director Glenda Parata said the awards were a chance to recognise all staff across DSSG and celebrate a successful year.

“We wanted to thank our staff, especially when they go the extra mile and the times when they push themselves harder to ensure our customers get what they want,” she said.

“Our staff work tirelessly. Some staff have been with us since inception in 2007 and we have not been able previously to celebrate success across the team like this. It also allows us to shine a spotlight on the achievements of our staff, and make them feel appreciated and part of the wider Defence Force.”

The awards, which had an emphasis on celebrating success and recognising exceptional achievements by individuals and teams, were hotly contested, with strong representation from every camp and base. The judges looked for excellence in innovation, leadership skills, continuous improvement and customer satisfaction.
On New Year’s Day 1993, three RNZAF Andover transport aircraft (NZ7625, NZ7627 and NZ7629) and their crews from No. 42 Squadron set off for Mogadishu, Somalia, from Base Auckland. After staged legs of the long journey, they arrived on January 7. The deployment was part of a United Nations-sanctioned united task force (UNITAF) to protect aid being sent to Somalia – an anarchic state with no government and torn apart by civil war. With widespread famine also affecting the country, the 62-strong RNZAF contingent formed part of the multi-national effort to protect food aid convoys from the fighting warlords’ forces. They shared the camp and airfield facilities just outside the capital Mogadishu with American, Australian and other United Nations forces.

The initial detachment, led by Wing Commander (WGCDR) John Duxfield, was operational within hours of arrival for the deployment, known as Operation Samaritan. From their hot and dusty camp next to Mogadishu airport the Kiwis flew 233 missions, transporting personnel, carrying supplies and dropping two million leaflets warning the Somali warlords not to attack relief convoys.

One of the pilots, on his first overseas deployment, was (then) Flight Lieutenant (FLTLT) Brett Marshall. He recalls that the camp was exposed to danger but offered a grandstand view of the violence in Mogadishu.

“Every so often while sitting at the camp you would hear the odd round go overhead. Thankfully they were few and far between. Evenings were often spent watching tracer fire over Mogadishu, which was like a mini fireworks display. This was often done while sipping our two cans of beer that we were limited to per night.”

The detachment flew a daily service between Mogadishu and other airstrips, which became known as Kiwi Star. WGCDR Marshall describes those airstrips as primitive.

“I vividly remember when on approach to one airfield we were on short finals when some camels decided to make their way across the runway. As we went round I recall thinking that this would be unlikely to happen in New Zealand – sheep maybe!”

A second deployment team under WGCDR Vaughn Paul replaced the first in early April 1993 to continue the work. The New Zealanders finally departed Mogadishu on 20 May, 1993, with the three Andovers performing a final flypast over the field. They arrived home on 28 May, 1993, having completed their task under extreme conditions.

Collecting records, artefacts and memories of operations like Somalia is an important part of our work at the Air Force Museum of New Zealand. If you have any material to donate or memories to share, please contact us at research@airforcemuseum.co.nz.
A military might be identified by the colour or design of their uniform, but the things that define us even more are the embellishments and insignia that we wear.

Another distinctive identifier of the RNZAF and other Commonwealth Air Forces is the feature of a crown on many of our insignia. It was once thought that depending on the monarch at the time a different “king” or “queen” crown would be used, but that is not the case.

After some investigation and a lengthy email to the Herald of Arms a few years ago, the notion of a king and queen crown was quashed.

The crown style is determined by the monarch at the time, and the current style of crown used on all of our coats of arms, badges, logos and various other insignia throughout the Commonwealth realms to symbolise the royal authority of Queen Elizabeth II is the St Edward’s Crown.

The St Edward’s Crown is used to crown a monarch, but there was a time between 1689 and the early 1900s when it was not. Historical facts are a bit vague around what was used to crown a monarch during that period after the English Civil War, but it is known that in 1911 George V revived the tradition and all subsequent monarchs have been crowned using the St Edward’s Crown. The present version was made for Charles II in 1661, after the original relic was melted down and sold after Parliament abolished the monarchy in 1649, during the English Civil War.

The other style of crown used was the Tudor Crown, which was known to be worn by Henry VII and Henry VIII. After the death of Elizabeth I and the end of the Tudor dynasty the Stuarts came to power in England and chose to continue wearing the Tudor Crown. Historical documents mention this style of crown until 1649, following the execution of Charles I, with a new St Edward’s Crown being made in 1661, after the British monarchy was restored. However, the period between 1661 and the early 20th century is vague.
So what is the difference?

In 1953 Queen Elizabeth II adopted a stylised image of a crown for use on all insignia and she chose the St Edward’s Crown as the design, replacing the Tudor Crown design instated by Edward VIII in 1901. So this might explain why there was thought to be a difference between a “king” and “queen” crown.

Both crowns are deemed to be an “open” crown, because of the space between the arches and the velvet fabric, but the differences are obvious.

The differences between the St Edward’s Crown (above left) and the Tudor Crown (right) are the way in which the arches are designed. The arches and monde (ball shape at the top of the crown) signify that the crown is imperial and that the person who wears it can not be contested.

The future

The original intent behind the correspondence with the Herald of Arms a few years ago was to enquire about the feasibility of pre-empting the change of the monarch on all of our insignia by making samples with a “kings” crown. I was told that any attempt at changing the crown on any of our insignia while the current monarch still ruled was an act of treason and, at worst, was punishable by death, so it was felt that this initiative was best left for the time being!

And we know now that there is no such thing as a “king” or “queen” crown, so will a new monarch choose to stay with status quo?

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

For any Air Force clothing queries email “RNZAFClothing” or your RNZAF Clothing Manager, F/S Shar Carson.
The NZSAS has a proud history of being fast, agile and unconventional. It draws these strengths from professional soldiers, sailors and airmen from a wide variety of backgrounds. While combat arms of the NZ Army have traditionally provided a large number of the recruits, applicants from other services are sought after because they offer fresh perspectives and skills and different ways of doing things. Recently 1 NZSAS received a large number of recruits for all four Special Operations Forces (SOF) trades (SAS, Commando, Explosive Ordnance Device operators and SOF enablers) from the Navy and Air Force. It plans to have an increasingly large number of Tri-Service recruits – diversifying and strengthening its “gene pool” – as it moves towards 2025.

Capt D was an RNZAF Officer before becoming “badged” SAS. He provides an insight into his unconventional journey and the opportunities/challenges he faced as an Officer in the NZSAS.

I applied to join the NZDF in my sixth form year (Year 12) of high school and was accepted into the RNZAF undergraduate scheme. After completing high school I studied law and accounting (supported by the RNZAF) and worked at various Air Force bases during summer holidays. I then completed the RNZAF Initial Officer Training course and was posted to RNZAF Base Auckland.

I served with the RNZAF for three years before completing NZSAS selection. I really enjoyed my time in the Air Force – I worked alongside some great people, who became close friends. Unfortunately my role was reasonably desk-bound, and involved working to support, not conduct, operations. I wanted something different.

After a particularly dry day at the office in Whenuapai I walked out and looked up, just in time to observe an NZSAS patrol parachuting overhead. The precise formation and expertise under canopy was impressive to watch, and when they flew over again at night during rugby practice I made up my mind. That is where I wanted to be! This seemed a
reasonably ambitious goal, so I set a plan on how to get there.

The first step was researching what was needed for NZSAS selection. I trained hard and turned up fit and eager. When I successfully completed the selection process I was a 21-year-old Flying Officer. The Officer testing that followed was harder than I had expected and exposed the gaps in my knowledge. The Commanding Officer decided I had the potential to complete the training but needed to develop my Combat Corp knowledge and experience. I was posted to 1st Battalion, Royal New Zealand Infantry Regiment, where I understudied the Reconnaissance Platoon Commander.

This posting exposed me to patrol planning and orders, as well as commanding soldiers and testing my soldier skills. It also gave me the opportunity to complete Combat School coursing such as Platoon Commanders’ Course, Section Commanders’ Course and the Reconnaissance and Surveillance Commanders’ Course. This was a great year, spent largely in the field. I was lucky to receive excellent training at 1st Battalion and Combat School and mentoring from fellow Officers.

I completed the training successfully and am now a Troop Commander. Since Badging I have had a very busy year, completing full mission profile rehearsals at high tempo, parachute training and deploying on operations.

At all times we work with a view that all our campaign planning and operations are joint, inter-agency and multinational. This is combined with a lot of delegation from our command team, which means a pretty interesting collection of contacts and experiences.

The best part of this job is working with and leading operators, who have a positive outlook that demands and delivers high performance in everything we do.

The Regiment is a forward-leaning organisation that doesn’t look at where people have come from, but what they bring. The Officer Corps is a small, tight-knit group of professionals who encourage each other to share knowledge – quickly. They have taught me advanced skills and provided every opportunity to improve along the way. They are extremely operationally focused, but in turn delegate much of the planning to all levels – from day one I have worked at the operational/strategic level, while still getting to do the things I joined for.

While the road to get to this position has been long it has also been extremely rewarding, and has definitely been worth it. Who Dares Wins.

NZSOF recruits soldiers, sailors and Air Force personnel and Tri-Service Officers from all trades across the NZDF (direct entry civilians for certain SAS, Commando and EOD Trades). DIXS: http://org/nzsof/default.aspx

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 learn more about air power concepts 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.
Farewell ASIC, Hello AFIC

Following direction from the Air Force Chiefs of the Five Eyes nations, ASIC (Air and Space Interoperability Council) has changed its name to AFIC (the Five Eyes Air Force Interoperability Council). The name better reflects exactly what AFIC's role is which is to ensure that the Five Eyes Air Forces remain and continue to improve interoperability. Next month there will be an update on the work AFIC is undertaking.

Junior Engineers Take on Te Kaha

By OCDTU Georgie Cresswell

I t's not every day that Air Force Engineers get invited on to a Royal New Zealand Navy (RNZN) vessel. So when the opportunity arose recently for RNZAF Engineering Officers to visit the frigate Te Kaha, a group of Junior Officers and Officer Cadets from RNZAF Base Auckland didn’t hesitate.

The visit came after discussion at the recent New Zealand Defence Force Engineering and Technology Conference. Engineering Officers and Technicians from all arms of the NZDF gathered for professional development, but also to build networks, exchange stories and explore the future of engineering in the Defence Force.

The group were met on Te Kaha by RNZN Weapons Engineer Lieutenant Francis Borok. He was happy to take the group around the vessel and was the co-organiser of the visit, alongside Officer Cadet Georgie Cresswell.

Able Seaman Codie Edmiston conducted the tour of the lower decks and engine rooms. It was no surprise that the lower decks surrounding the main engine rooms were humid and hot, with the sound of the engines creating a constant background din.

Te Kaha's two diesel engines and electric turbine combined provide 38,840 horsepower to power the vessel and its many systems. The need for this power became evident while climbing up and down ladders and squeezing around the multiple engine components and control boards.

The highlight of the tour was heading on to the bridge and looking over the bow of the ship and one of the vessel's main guns. In Maori, Te Kaha means “fighting prowess” or “strength”, and standing on the bridge looking over the top of the main gun reinforced that meaning – it was the perfect exhibition of the true capability of Te Kaha.

With beautiful blue skies as the backdrop, it was safe to say that the visit to Te Kaha was an exciting and rewarding experience for the Air Force Engineering group. Having the opportunity to peek into the world of fellow Defence Engineers was informative and will hopefully assist growing inter-Service relations, starting at the junior level.
**Gliding On**

By Acting Corporal Toni Thompson

G
ingling requires perseverance, patience and persistence. I have recently been putting these into practise over 10 days soaring in Omarama, Central Otago, while attending the Youth Soaring Development Camp.

Omarama is considered one of the best places in the world to glide and I was lucky enough to experience this with 28 other keen young pilots.

I am part of Youth Glide New Zealand, which helps youth (25 years and under) learn to fly unpowered aircraft using nothing but naturally occurring currents of air. It is a great sport to be a part of. There is nothing better than soaring silently along the ridges of Mt Cook, pushing yourself to go further.

I have been gliding for five years and I love it. I have done loops over Mt Cook, seen climbers at the top, flown by myself in the area and climbed to 19,000ft. The Youth Soaring Development Camp provides the opportunity to accomplish this.

The gliding community around New Zealand is huge and easy to be a part of. Visit gliding.co.nz to find the nearest club or youthglide.org.nz and get up to date on some of the events held throughout the year.

If you are based at Whenuapai head to the other side of the airfield and go for a trial flight in one of our club gliders. The OIC for the Whenuapai Aviation Sports Club is FLTLT Ryan McRae.

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**Safety and Surface Trade Reunion 2018**

Calling for registrations of interest for the Safety & Surface Trade reunion 19–20 October 2018 – RNZAF Base Ohakea.

Open to all past & present S&S trade members, partners & family.

**Friday 19th Oct 2018**

Meet & Greet.

**Saturday 20th Oct**

Tour of base units Formal Dinner

Register your interest at: RNZAF.S&S.REUNION@nzdf.mil.nz Or Post to: Safety & Surface Trade Reunion, Maintenance Support Squadron, RNZAF Base Ohakea. A detailed information pack will be forwarded on receipt of registration.
When I asked LAC Dillon Anderson to provide me with a photo of him and his camera to go with the story about winning a prestigious photographic award*, this is what he sent me. After he set the shot up, photographer CPL Maria Eves took it. I love it because it shows his exuberant personality and passion and joy for his craft. It is a pleasure to work with such amazing professionals like Dillon every day in my job and is wonderful to show off their talents.

Rebecca Quilliam, Editor
*Story on p20

HMNZS CANTERBURY F421
REUNION (ALL COMMISSIONS)
(1971-2005)

Open invitation to ALL Ships Company and Ships Flight Members
Friday 31 August to Sunday 2 September 2018
Tauranga and Mount Maunganui Areas
Visit www.hmnzscanterbury.com for details of Registration, Events, Functions and Venues etc. (Regularly updated)

Air Power Development Centre Quiz

Q1: What is the RNZAF A109 helicopter classed as?

Q2: Is ‘redundancy’ a Defensive Counter Air (DCA) measure?

Q3: China is developing the AG-600 aircraft. What is it, and what is it for?
Q4: Where was RNZAF 18 Squadron based in February 1944?

Q5: What is Bersama Shield?

Q6: What does D-Day mean?

Q7: Where is NZ’s contiguous zone?

Q8: When did RNZAF 141 Flight withdraw from Singapore?

Q9: What is the purpose of the NZ Outer Space and High-altitude Activities Act 2017?

Q10: What is a ‘knot’ in aviation terms?

Think you can stump our readers? Email quiz questions to APDC via ohapdc@nzdf.mil.nz
A35001 NZDF CODE OF CONDUCT AFTER CAPTURE
Instructor Selection Course 18/01

Nominations open 16 Jan 18 • Selection course 16-23 Apr 18 • Instructor Course 9 Jul 18

Tri-Service and All Arms
- open to all officers and LCPL (or equivalent) and above

8 June 1944 – Shot down and captured by Gestapo and held and tortured at Buchenwald Concentration Camp. His leadership saved 166 airmen from execution. Liberated and repatriated on 14 May, 1945. At 25 without training in resistance to interrogation SqnLdr Lamason displayed extraordinary courage, leadership and resistance in captivity.

How would you cope? Would you lead or falter? Could you train others to survive with honour?

Will you challenge yourself?
For more information contact: CAC.Recruiting@nzdf.mil.nz or call 027 491 3601