TROPICAL CYCLONE GITA RESPONSE

WELCOME TO NEW RNZAF WOAF

CAF’S NEW COMMAND DIRECTIVE ANNOUNCED
Our mission
The RNZAF will provide New Zealand with relevant, responsive and effective Air Power to meet its security interests.

“More on our new mission statement will be featured in the April 2018 Air Force News.

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New Zealand Government
Working in the Air Force is no ordinary job. No two days are the same as we deliver military air operations in the service of New Zealand and that is what defines us. This is our air war fighting ethos. I have witnessed this first-hand over my 32 years of RNZAF service and none more so than over the past two years at Joint Forces New Zealand, our operational headquarters.

I visited our Air Force people working in the Middle East with our C-130 and P-3K2 deployments and flew into Iraq on one of our Hercules. I met our Air Force people working on deployment in the Sinai and other Combined Joint Task Force Headquarters. I saw the impact that our NH90 task group achieved for the Fijian people when their villages were destroyed during Tropical Cyclone Winston. More recently, our response to support Tonga in the aftermath of Tropical Cyclone Gita has been quick and effective.

These examples are a snapshot of the work we do – we all have our own stories and experiences and there are many more to be proud of. Our success relies on our people being highly skilled, professional, responsive and adaptable to a changing environment and to believe in their purpose. That purpose is our willingness and sacrifice to serve New Zealand. A sense of belonging, a sense of duty, a sense of contributing to something great. I am proud of who we are as an Air Force and what we do for New Zealand.

One of my priorities is to celebrate success. Celebration happens in many ways and right now I want to acknowledge an ongoing success – our Air Force Mentoring programme. Recently I attended the Leaders as Coaches course, which is sponsored by the programme. It enables self-growth for both mentors and mentees. It has gained recognition as world class and is gold-accredited on the international stage. More than 900 of our people have been through the programme. Thank you to those who volunteer to facilitate and be on the Base Mentor Advisory Teams. Congratulations! This year our mentoring programme turns 10 and we will acknowledge and celebrate it.

Our future is bright and our people are committed, innovative and focussed. Let us unleash the drive and initiative that lies within our Air Force to do things efficiently and to be responsive and adaptable. We have modern rotary platforms, modern pilot training aircraft and new capabilities on the horizon to upgrade our transport and maritime patrol platforms.

“How exciting it is to be part of an adaptive Air Force. After all, the Air Force is no ordinary job.”
Our C-130 Hercules have flown nearly 60 tonnes of aid and a 10-member damage assessment team to Tonga after Tropical Cyclone Gita smashed into the Pacific island last month.

The Category 4 storm struck overnight on February 12. It left in its wake hundreds of destroyed homes, ruined crop fields and flattened buildings, including Parliament.

The following day the first load of aid was flown by No. 40 Squadron's C-130 Hercules to the Tongan capital of Nuku'alofa on the main island of Tongatapu.

The 12-tonne relief supply package included agriculture tool kits, family hygiene kits, 10-litre collapsible water containers, tarpaulins, petrol generators, diesel generators and chainsaw packs.

Further flights in the days following the devastating event continued, bringing an assessment team from the Ministry of Foreign Affairs and Trade as well as more relief supplies to the devastated nation.

A P-3K2 Orion aircraft also conducted an aerial survey of Tongatapu and the neighbouring island of Eua, which suffered the brunt of the cyclone.

### Supplies to Tonga

- **1000** family hygiene kits
- **200** shelter tool kits
- **3350** 10-litre collapsible water containers
- **2010** tarpaulins
- **200** agriculture tool kits
- **10** petrol generators
- **10** diesel generators
- **20** chainsaw packs.
Herc Delivers School Supplies for Tongan Students

A C-130 Hercules has taken a further shipment of 27 tonnes of emergency school supplies to Tonga to help authorities set up temporary schools for students displaced by Tropical Cyclone Gita.

The shipment included 44 tents, 95 tarpaulins, 50 early childhood development kits, 130 school-in-a-box kits, 130 recreation kits, 100 teacher backpacks, 3290 student backpacks and 3292 plastic bottles. The school-in-a-box kits include blackboards, pencils, paper, scissors, exercise books and other school material to allow children to continue their classes.

The emergency supplies from UNICEF Pacific were flown from Fiji to the main Tongan island of Tongatapu, Commander Joint Forces New Zealand Major General Tim Gall said.

“The New Zealand Government supports Tonga’s disaster relief efforts, which put education as one of the priorities. “We recognise the importance of getting children back to the classroom so they can move on and refocus on their studies, and we are pleased that we can support the Tongan Government and UNICEF in achieving this.”

UNICEF Pacific representative Sheldon Yett said the emergency school supplies would enable teachers to resume classes as soon as possible and would benefit almost 14,000 students.

“The NZDF’s assistance in airlifting these UNICEF education supplies is key to ensuring the most vulnerable children of Tonga can return to school as soon as possible and regain a sense of normalcy,” Mr Yett said.

A damage assessment of Tongatapu and Eua islands by Tonga’s Ministry of Education and Training found that the cyclone had displaced about 25,000 students and damaged either the structure, furniture or education resources of about 130 classrooms in 83 primary and secondary schools, UNICEF said.
Cyclone Gives Tongan Ex-Pat Chance to Help

By Rebecca Quilliam

To be part of a Humanitarian Aid Disaster Relief mission was the reason Leading Aircraftman (LAC) Eddie ‘Etu’ Pahulu joined the Air Force. Tropical Cyclone Gita gave him that chance and he jumped at the opportunity to help deliver vital aid to his country of birth, Tonga.

Originating from Ha’ateiho, Tongatapu in Tonga, LAC Pahulu arrived in New Zealand five years ago, signed up to the Air Force soon afterwards, and joined the logistics trade – eventually being posted as a supplier to Base Auckland with the Air Movements team.

“Most of my family are still over there and I was really hoping nothing would come of the cyclone. But when it hit I thought hopefully I would get the opportunity to help.”

His uncle’s house was destroyed and an aunt’s house, where about 20 people were sheltering, was severely damaged. However, all escaped without injury.

Emergency supplies being sent to Tonga were going through LAC Pahulu’s section at Air Movements and the team worked long hours to ensure it was packed on a C-130 Hercules as quickly as possible.

“I feel really good knowing that I work for an organisation that is able to help out in a time of need – that’s the reason I joined in the first place.

His family was not able to make it to the airport to see him, but on the flight out, the Hercules flew low over the houses.

“We flew over my house and my cousin stood outside and called out my name.”

LAC Pahulu wrote a personalised message on one of the boxes holding supplies for his fellow Tongans to read. It loosely translates to: “To our Tongan brothers, we hope this helps, from the NZ Air Force,” followed by the names of the team that loaded the day’s load.

“I hope it helped,” he said.

“When I was deployed to Tonga, knowing I was going to be taking those supplies with me, it was a good feeling. I was happy to be able to help out.”
NH90 Brought Help to Stranded

A No. 3 Squadron NH90 helicopter transported welfare teams to help civilians stranded at the top of the South Island after heavy rain brought by ex-Tropical Cyclone Gita caused massive flooding in several communities.

The welfare teams comprise local council and non-governmental organisation representatives who provide beds, food and shelter to those affected by natural disasters.

The airlift support was provided to the Ministry of Civil Defence and Emergency Management in response to the storm, Joint Forces New Zealand Commander Major General Tim Gall said.

An NH90 flew from Base Woodbourne to Motueka, taking welfare teams to Golden Bay. It also transported police and equipment to Takaka after slips cut access to those areas.

When the worst of the storm hit, NZDF personnel helped Motueka residents escape fast-rising floodwater and helped police clear roads in Takaka, Major General Gall said.

“We have been working with Civil Defence authorities in areas affected by the storm and supported them as required.”

Gita’s New Zealand Impact

- Thousands of Takaka residents and tourists stranded after slips blocked the road out
- 202mm of rain fell on Kaikoura in 18 hrs and slips closed road access
- States of Emergency were declared in Buller, Christchurch, the Grey District, Nelson Selwyn, Taranaki and Westland
- Winds reaching 140km/h recorded in exposed areas of the lower North Island and upper South Island
- 14,000 Taranaki residents lost power
An Adaptive Air Force

This year’s Air Force Leadership Forum focused on the theme “An Adaptive Air Force”. A targeted audience, made up of a cross section of ranks and trades, filled the Tūrangawaewae at Base Ohakea for last month’s event. Its aim was to provide people with the skills to successfully take the opportunities that come with delivering effective military outputs and introducing new capabilities.

Three keynote speakers at the forum provided the tools to change ways of thinking to adapt and meet the opportunities head-on.

Psychologist, Flight Lieutenant Carsten Grimm, pointed to resilience and if we are to meet our Strategy to 2025 goals, we need to train not just our bodies, but also our minds. The result will be an increased cognitive flexibility, high performance and resilience.

This was summed up in a quote from the All Black’s Mental Skills Coach, Dr Ceri Evans: “What you’ve got to focus on is your capacity to control your mind in any given situation. If you’re not in control of your mind, you’re no good to us.”

Director of Diversity and Inclusion Dr Denise Lievore spoke about the value of diversity and inclusion in innovation. In essence it is not just enough to have a diverse workforce, it is about achieving a work environment in which everyone is treated fairly and respectfully, has equal access to opportunities and resources, and can contribute fully to the organisation’s success.

Institute for Leader Development’s Lieutenant Colonel Gordon Milward spoke to the forum about agile thinking. Adaptive organisations not only must be capable of change but be able to change quickly and intelligently, he said.

The voice from the Engine Room provided a space for RNZAF Command to engage with a wide range of ranks represented at the forum. The key themes raised by the Engine Room showed an organisation well aligned and well equipped to move forward to meet the upcoming challenges.

During the panel discussion, Chief of Air Force Air Vice-Marshall Davies stressed the importance of empowerment, tempo, resilience, prioritisation and communication.
“Provide positive leadership, harness innovation and empower your people. You have my backing to be an adaptive Air Force,” he said.

“The opportunity to present your ideas, in person, to the RNZAF senior leadership and me is the future. If it’s good, we’ll do it – simple as that. I look to you to be an inspirational and positive force over these next few years. We have many opportunities for success ahead of us; this is what we do. We are the Air Force.”

The AFLF concluded with a formal dinner, with guest speaker, industry leader Peter Beck – chief executive of Rocket Lab, a US-based company that has set up a rocket launch site at Mahia on the east coast of the North Island.

Mr Beck led a team to launch Atea 1, becoming the first private company in the Southern Hemisphere to reach space and more recently reached orbit with a test flight of its second Electron orbital launch vehicle named Still Testing.

Mr Beck spent the day at Ohakea, and during his visit to the Base was able to see the leading edge facilities and engage with serviceman of the RNZAF as well as flying in a T-6C Texan.

During the Leadership Forum, Chief of Air Force Air Vice-Marshal Tony Davies outlined his priorities for the RNZAF.

This year marks an exciting period as mandated outputs are achieved and personnel prepare for the largest RNZAF capability update in 50 years, he said.

“To achieve these two objectives we all need to be clear about what is required and to be aligned as an organisation that meets a common RNZAF purpose.

“For this reason I have reviewed my command directive to define my priorities to reflect our dynamic environment. Some things have remained unchanged from my previous directive, particularly ongoing expectations in relation to our people, our reputation and safety. Others have changed reflecting the need to be 2020 READY.”

CAF’s priorities are:

- operations
- integration
- preparedness
- ethos

“As always, I further require you to innovate, but this must be matched by being effective,” AVM Davies said.

“Lead, train and mentor your people, so that they will actively support your work. Grow your people so that they will take the lead and make the decisions about how to shape our future Air Force.

“I further challenge and expect you to represent the values and culture that have made us an organisation of which we can all be proud. I expect you to display these personally, on and off-duty, and when guiding and mentoring others, in the best traditions of our predecessors in the RNZAF.”
Base Ohakea personnel turned up to work recently knowing they were going to be put to the test, but they had no clue what job they were expected to undertake. As it turned out, the team were met with news there was a situation developing at the nearby UN Headquarters, with militia overrunning the local police force. In the aptly named Exercise Rapid Response the team had to put together an emergency plan for a challenging and changing situation.

The scenario was based in the small Horowhenua town of Foxton. The exercise also included Linton Army Camp’s Queen Alexandra’s Mounted Regiment, which provided a couple of Light Armoured Vehicles (LAVs), ground forces for security, and a large contingent from 2 Logistics, who played the part of UN civilians.

Flight Lieutenant (FLTLT) Chris Ross said the no-notice situation was good because there were no preconceived ideas about what was about to occur and therefore nobody had an opportunity to try to plan something in advance.

“The aim of it was to test all of our planning processes and our flying processes in a way in which we could get some descent feedback and go forward into other exercises with a bit of confidence that what we’re doing works.”

The exercise emulated situations that had occurred in East Timor, Papua New Guinea and the Solomons, and closer to home during the Kaikoura earthquake, where helicopters were required to evacuate tourists and locals from the isolated town.

“It was also held close enough to other recent exercises like Southern Katipo and Talisman Saber that we were happy to fly in that kind of threat level,” FLTLT Ross said.

No. 3 Squadron was faced with a rapidly developing situation that involved an increasingly hostile militia blocking law enforcement agencies and a hostage situation, with
children and a school used as a militia base. The team was trying to deal with multiple issues while devising a plan to evacuate civilians from the area safely.

A plan was made to fly into the area at dusk to a local park and fly the civilians to safety at Linton.

“The scenario was such that command was missing so we had to come up with a plan ourselves,” FLTLT Ross said.

The plan was sound until the helicopters reached the landing zone (LZ), which was overrun by about 200 locals.

“It was very much like going into an island nation and you go to the LZ and there’s no control over the general population – everyone is just running around. When the first helicopter turned up there were people standing around with golf clubs and bikes and buggies that they wanted to be evacuated with.

“As the LAVs were trying to secure the landing area, the people were filling the void behind the LAV, so there was no way that a helicopter could get in. That was all part of the challenge. We needed to get foot soldiers on the ground so they could help clear a path.”

In the end the people heard the message to make a clearing and a cordon was set up with the LAVs. From there people were ferried out by the three NH90s to safety.

FLTLT Ross was involved in the Kaikoura earthquake extractions and he said the exercise provided a very realistic scene in terms of crowds moving in an unpredictable manner. And that similarity to a real-life scene was useful for the training.

“There’s nothing worse than pulling up to find 60 people all in perfect lines because they are military and that’s what they are trained to do. You want a mess, because that’s what it will be – no organisation.”

Horowhenua District Council Councillor Ross Brannigan played the role of a VIP in the exercise.

He and the other civilians were told to bring something to portray they were going to be evacuated quickly from a war-torn country.

“I grabbed my guitar and a bag full of clothes.”

Word of the exercise spread through social media and by the time the helicopters arrived “half the town had turned out”, he said.

“We were put into the NH90 and they packed my guitar and away we went. It was done very well. There was a sense of urgency about the exercise, like it would be in a war-torn country.

“They made it clear what they wanted us to do and left us in no doubt what it would be like in that situation. I was really impressed with them.”
By Rebecca Quilliam

Young personnel are the faces of the Air Force’s future and unlocking their potential will make the organisation even better, Warrant Officer (W/O) Mark Harwood says.

His posting as Warrant Officer of the Air Force has come to an end after about three years and he says the calibre of the personnel coming through will ensure the military will maintain its momentum. His replacement is Warrant Officer of the Air Force Toni Tate.

The main focus for W/O Harwood over those years was acting as the conduit between Chief of Air Force (CAF) and the personnel.

“Right from the recruits. I’ve met them all face to face and shared their graduation dinner with them. Also all the Corporal, Sergeant, Flight Sergeant and Warrant Officer courses. It’s a good way to feel the pulse of the Air Force.”

A highlight was co-hosting the Junior Enlisted Leadership Forum (JELF) with the United States Pacific Air Force, which will continue, he said.

“If I’ve had a focus in my time it’s really been with junior empowerment, because I see that as an Air Force we have to tap that potential, because they are the next generation. They are the smart ones too – they think completely differently to us.

“Many of them are highly qualified before they even start.”

A development that W/O Harwood has noticed over the past few years is the increase in opportunities for Non-Commissioned Officers (NCO).

“With the growing relationship with Australia and the United States there are many opportunities for our NCOs to attend international courses.”

The next chapter for W/O Harwood is developing a potentially new way of doing aircraft maintenance.

“It’s at the beginning of the project, but with even more new capability coming on board it’s an area that needs looking at,” he said.

“It’s been a privilege and I’ve had a ball and I look forward to welcoming Toni as our new WOAF.”

W/O Harwood
When Warrant Officer (W/O) Toni Tate officially became the Warrant Officer of the Air Force, she had no idea how personal the Change of Command Ceremony at Base Ohakea would be.

“My son Drew led the haka and I didn’t know he was going to do that,” she said.

“I knew he was going to accept the taki for me as part of the wero – the challenge. That in itself was quite an honour for him to do that for me and then, unbeknown to me, he also delivered a mihi on my behalf on the paepae.

“He did an outstanding job and I was so proud.”

W/O Tate brings a wealth of experience to the role. She joined in 1986, when she was just 16 and was looking for travel and adventure.

“I also had a family connection with my great-grandfather, who I learned was in World War I and World War II and was a bit of a pioneer with aviation. That really struck a chord.”

The Whangarei-born Warrant Officer’s first taste of military travel was to her recruitment course at Base Woodbourne – “I had never been to the South Island”.

She then completed her trade training as an accounts clerk at Wigram, when it was still an Air Force base. From there it was back to Woodbourne for a couple of years, prior to a posting in Australia with the A4 Skyhawk detachment.

Career highlights include deployments with No. 2 Squadron around Australia with the Skyhawk detachment and to East Timor for seven months.

“I was someone everyone wanted to see because I was in charge of paying their allowances in cash. It was a good morale boost for them.”

After returning to New Zealand W/O Tate settled at Base Ohakea, where she was eventually promoted to Warrant Officer and tackled a variety of positions. Most recently she was appointed Warrant Officer Joint Forces New Zealand, which has set her up well for her current role.

“One of my key focus areas is to make sure our people understand how they connect to delivering military air operations and how, no matter where they work, that they have a role to play. Whether it’s ordering parts for an aircraft that’s on the ground, whether it’s fixing something to go on an aircraft, writing policy, or anything – everyone enables air operations.”

“There will be some exciting times ahead and I’m very excited – you’ve got to almost hold me back because I just can’t wait to do things. I want to inspire and motivate others to be the best they can be.”

W/O Tate Committed to Inspire in WOAF Role
Recruits Conquer Their Hardest Day

This year’s recruits have faced one of their toughest course challenges at Base Woodbourne and every one of them smashed it. Each course is different, so the recruits had no idea what time they would be woken, what challenges they would face and how punishing they would be. But the toughest part of the exercise surprised the new personnel.
Whispers of a 3am start and a day that would push them to their limits worked their way to the recruits. They had no idea what to expect and for some that made for a nervous start to Exercise Wero.

“Everyone had different ideas about what would happen on the day – whether we were going to be woken super early or full-on physical training for the whole day,” Aircraftman (AC) Bayley Millar said. “I was very nervous – I was waking throughout the night. I think a few of us were tired that day.”

For the R1/18 Recruit Course, the day started as usual at 6.30am. However, the group did not file to the mess for breakfast, but instead were marched to the gym for three hours of physical activities before a bite to eat.

Flight Sergeant (F/S) Malcolm Walshe said keeping information about the day secret was deliberate.

“We try to make things frustrating for them, so they get limited information about certain activities – just to see what they do. That’s often when we see the natural leaders come through.

“It’s not as long as it once was, but more focus is now placed on deliberately chosen activities to create certain behaviours, team dynamics and observations out of the trainees. They are buggered by the end of the day.”

Throughout the day the recruits stopped and reflected on the activities and how everyone coped. They also devoted half of the following day to brutally honest assessment about themselves and their fellow recruits.

AC Seong Sik Kim said it was that feedback from people he still didn’t know very well that was the most challenging for him, but also the most rewarding.

“It actually brought us closer as a unit.”

F/S Walshe said that outcome was the point of the training.

“The big learning for us is the next day, where we talk in-depth about everyone’s strengths and weaknesses. They open up about each other, they are free to talk, be honest, all for the sake of getting a better performance out of each team.”

AC Taylah Crago said the focus on teamwork during the day was challenging, but worthwhile.

“We realised each other’s struggles and the group dynamics were better afterwards.”

AC Mikaela Jefferson agreed and said it was interesting not being able to rely on her own strength and fitness.

“You’re only as strong as your weakest member. The teamwork aspect of the course – one in all in – has been a strong focus since we started, so this exercise put that to the test.”

It’s known as one of the toughest days in the recruit course and there was relief when it was over.

AC Dawie Kruger said he was “pretty relieved” at the end of the day.

“It was a big day mentally more than physically. It was a good lesson in stepping back from a situation and thinking about it rather than charging full-on into it.”

His advice to those on the next recruit course: “Slow down, look at the overall picture and enjoy the day.”
An enemy submarine is stealthily moving around Auckland’s Hauraki Gulf. A P-3K2 Orion has been deployed to find it, track its movement and possibly destroy it. No. 5 Squadron personnel have eyes glued to their computers, waiting for the tell-tale signs that their sonar buoys have found their target. Training for that scenario is just another day at the office for Orion crew members and Air Force News editor Rebecca Quilliam jumped on board to find out what happens during Anti-Submarine Warfare (ASW) exercises.

The P-3K2 aircraft is fitted for absolute functionality: computers displaying sensor information are fitted where passenger seats would normally sit, a galley has been installed to ensure personnel are fed during long missions, and equipment to fire buoys from the plane into the sea takes up space near the rear doors.

Plugs for cables attached to headphones are dotted through the aircraft for personnel to move about freely and listen and speak to the operators and pilots.

An Expendable Mobile ASW Training Target (EMATT), a small device designed to act like a submarine, is dropped into the water. The crew’s job is to try to pinpoint its location. Sonar buoys that can listen for sounds are shot into the harbour and when a signal comes back to the crew the excitement is palpable. Suddenly, the game is on.

It’s a fascinating scenario for a civilian to witness. Communication is focused entirely on the signals on the computer screen and which direction the “submarine” might turn next. Grid points are relayed to the pilots and the aircraft is brought down to about 300 feet above sea level. At that height heavy, bulky life jackets are a compulsory fashion accessory.

Flying at that level took a bit of getting used to, Orion co-pilot Flight Lieutenant (FLTLT) Mark Chapman said.

“It’s quite a unique way of operating. It’s unique to the Orion, because not many other aircraft are flying around in cloud at 300 feet.”

The aircraft can usually operate at 200 feet but because of the cloud it flew higher.

The right people were on board to ensure the flight was safe at all times, FLTLT Chapman said.

“We have a radar operator who keeps track of where we are. If anything went wrong we would know what altitude to climb to, based on where the nearest terrain is.

“He operates like an air traffic controller for us at low levels, looking out for severe weather, terrain and vessels. He basically just keeps us away from everything.”

Air Warfare Officer FLTLT Craig Clark said the team needed every opportunity to practice the anti-submarine warfare skills so they remained current and people could
hone their skills and pass them on.

The EMATT was the closest thing the Air Force had to use in terms of tracking a real submarine, he said.

“It is a very good substitute. It’s launched from the aircraft, goes into the water and has a run programme that will track around under water, creating a certain amount of noise. The great thing for us, the tactical team, is that it gives us a really unpredictable target to practise tracking. We don’t know where it’s going to go or what it’s going to do.”

The team has to interpret the signals that are coming through to predict the submarine’s passage and there is constant chatter about what the information is telling them.

“In terms of the whole crew, when the signal comes through it’s quite an exciting evolution. There is the risk of losing contact and the determination to maintain good tracking,” FLTLT Clark said.

The exercise that day was a success – the crew kept eyes on the target and tracked it through the day. It was impressive to see the intense concentration levels maintained by the crew, for hours at a time, and it was easy to see why they have such a high search and rescue and illegal fisheries success rate.

Thanks for having me on board.
By Squadron Leader Stu Pearce, Maintenance Flight Commander, No. 3 Squadron

It’s not often we get to see a full fleet of aircraft flying in formation, but our five A109 helicopters recently decorated the Manawatu skies. This versatile helicopter is used for training as well as working alongside our partner agencies during emergencies.
The A109 is a critical enabler in the overall capability that is the Rotary Wing Transport Force. Primarily a training aircraft, the A109 is used by trainee pilots and Helicopter Load Masters to hone their skills before graduating onto the NH90.

But the A109 also plays an important role in times of crisis and emergency. Following the Kaikoura earthquake the A109's speed and agility made it a valuable part of the response effort, working alongside the NH90 delivering aid and personnel to areas cut off by the quake.

The A109 is a complex aircraft – a far cry from the Vietnam War era Sioux helicopter it replaced. With supply chains stretching back to Europe, maintaining maximum availability calls on the skills of a team of professionals.

At No. 3 Squadron, technicians and engineers work together to ensure flight line operations run smoothly. Deeper Maintenance personnel use their wide knowledge of the aircraft to turn around depot level servicings scheduled by Fleet Planning Staff and ably supported by Maintenance Support Squadron, Technical Support and Supply Chain experts. It's absolutely a team effort.
Our Heritage

Unseen Photo Depicts Historic Skyhawk Shooting

A photo of an incident showing the only time an RNZAF A-4 Skyhawk fired in anger during peacetime has emerged from the RNZAF Museum of New Zealand. The aircraft fired a shot across the bow of a Taiwanese squid boat that had been trying to evade the Royal New Zealand Navy after illegally fishing in New Zealand waters. The photo, understood to have not been publicly released before, shows the moment the HMNZS Taupo approaches the vessel to make arrests.

An account of the incident was written, but not published, by former RNZAF technician Bill Taylor. It reported that on the morning of March 30, 1976, crew from the Taiwanese fishing vessel Kin Nan were spotted processing something on board by a lookout on HMNZS Taupo off the Taranaki coastline.

Via a loud hailer the vessel’s skipper, Weng Chang Ngan, was informed he and his crew were being arrested for illegally fishing in New Zealand waters. The squid boat initially began to follow HMNZS Taupo to Port Taranaki, but soon after turned and altered course, with Taupo in hot pursuit.

Two Skyhawks were sent to the scene to assist the Navy and the pilot of one, Flight Lieutenant Jim Jennings, told Air Force News the aircraft were armed with live ordnance in preparation. A P-3 Orion was also sent to the area and was in contact with the Minister of Defence, through Operations Group HQ, for instructions.

Mr Jennings, who still works for the RNZAF in a civilian role at Base Ohakea, was tasked with the mission and led the pair of armed Skyhawks to assist Taupo.

“We were quite heavily armed with 5” Zuni rockets and 20mm cannon and were instructed to take direction from
the P-3. Initially we flew low past the ship to indicate it should turn around or stop.

“The vessel itself was 70 nautical miles west of New Plymouth and going along at a fair old clip heading due-west, so it was fairly obvious that it wasn’t going to go back to New Zealand.”

The low pass had no effect so the pilots were then cleared to open fire by the On-scene Commander in the P-3.

“The overall brief was that we wouldn’t be shooting at the boat, we would be shooting in front of the boat. Initially it would be cannon fire and if that didn’t have an effect, then we would be firing a rocket, or several, in front of the boat.”

The plan was for three firing passes – first 300m in front, then 200m in front and finally 100m in front, Mr Jennings said.

“At no point were we told there would be a clearance to fire at the boat. We asked what would happen if it didn’t stop after the firing passes and we were told, ‘We will handle that when we get to it.’”

Mr Jennings was in the correct position when the order came through to fire and he immediately did a “long firing pass in front of the Kin Nan”.

“The boat stopped dead in the water – it stopped incredibly quickly. It was like having ABS on a car. So he got the message very quickly.”

Crew from HMNZS Taupo were then able to board the ship and instructed the vessel to go to Port Taranaki, where the crew were met by authorities.

The incident was well controlled and there was no thought about how the target was different to normal training, he said.

“There was no question of doing serious damage, but we were sent out there to stop the boat – that’s what it amounts to.”

The reaction by personnel and the public when Mr Jennings returned to land was strong.

“They were very interested in the fact that we had achieved some success with very minimal expenditure of weapons. Of course the press had a field day with it.

“I was a little gobsmacked – I don’t think I’d even got home before the press wanted to interview me.”

Today’s Air Force has P-3K2 Orions out frequently on fishery patrols, which is not so different to the Skyhawks’ involvement 42 years ago, Mr Jennings said.

“It was perhaps a little unusual that for once the Air Combat Force went out there and was the instrument that did the job.”

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Leading Aircraftman (LAC) Gareth Schieving is being praised for his composure after rescuing two people who were caught in a rip at Auckland's Muriwai Beach recently.

LAC Schieving and a friend were surfing after work when they heard screaming. LAC Schieving paddled to the noise, to find a couple in trouble in the water. The woman appeared to be struggling more than her partner, so LAC Schieving pulled her on to his surfboard and made his way to the beach, asking his friend to help the man who was drifting further out.

"Unfortunately the swell was quite big, so my mate couldn’t get to him. His girlfriend was quite frantic and I told her I’d go and get him,” he said.

The man was about 70m–80m out and LAC Schieving lost sight of him until he was about 20m away and saw his head above the water.

"By the time I got to him he was conscious but pretty out of it – he couldn’t move his arms or legs and he was vomiting.”

"The first thing he said to me when I got him on to the board was, ‘I thought I was going to die’.”

"It was pretty daunting. I was just glad he was still conscious and I made it out to him.”

LAC Schieving pulled the man on to his board and waited a few minutes for him to get his breath back, because he knew the strong surf would be a problem as they got closer to the beach.

"Once he was a bit more with it I slowly got us back to shore, trying to be as reassuring as possible. As soon as the water was at about waist height a few other surfers came in and gave me a hand because the guy couldn’t walk.”

A paramedic had arrived, as well as the Westpac Rescue Helicopter, which took the pair to hospital.

The couple recovered and a few days later were able to get in touch with LAC Schieving.

"They were lost for words really. They just didn’t know what to say to me, except for thanks. Saving them was thanks enough because if I couldn’t have got to them I would have felt so guilty – I’m just pleased I made it to them.”

Base Auckland Commanding Officer Group Captain Daniel Hunt praised LAC Schieving’s efforts.

"What Gareth did was something pretty special. Things like values and ethos are best demonstrated through action and in this case Gareth’s actions clearly demonstrate ‘courage’ and ‘commitment’.

"If it hadn’t been for Gareth and his level headedness when faced with this situation it is highly likely two lives would have been lost.”
November 11 this year marks the 100th anniversary of the end of World War I. It is also the last day the Ode will be recited and the Last Post played at Pukeahu National War Memorial Park, as a commemoration to the war. Every night for the past three years at 5pm the Ode has been read in English and Te Reo Māori, the bugler plays those haunting notes and a moment’s silence is held.

For many of those evenings, Wing Commander (WGCDR) Graham Streatfield has read the Ode and recently completed his 100th reading, in English and te reo. “It’s a part of my life and I’ll miss it when it goes. When you get a really calm day in Wellington with blue skies, the bugle plays, the Ode is read and the city stops and looks.”

The English-born engineer began reading the Ode in English early in the piece, but realised quickly it seemed a waste of resources to have two people doing the reading in two languages over a four-year period.

“So I set myself a personal challenge to be able to read the te reo version, which I did.”

Each ceremony is moving for WGCDR Streatfield, who inevitably meets service people and members of the public keen to chat about their family history of ancestors going to war – with many never returning.

“I get to hear their stories and meet those people and every single one’s very emotional and it’s very, very interesting. It’s not at all what I expected when I started.”

Over the 2016-17 Christmas period, WGCDR Streatfield was asked how many times he’d recited the Ode. Curious, he looked up the number and discovered it was about 60. He set a new challenge for himself to reach 100 readings to correlate with the 100th anniversary. He achieved that goal in January and has no intention of slowing down.

He encourages military personnel and civilians to take up the “privilege” of reading the Ode before the opportunity finishes in November.

WGCDR Streatfield’s grandfather joined the war effort in 1916, after lying about his age. His battalion was due to be sent to the Somme but his grandfather caught the Spanish flu and was left behind.

“I think about that moment a lot when I’m at Pukeahu. Doing the Ode is recognising that thousands of people were killed before they had a chance to have families. That would have been my grandad, had he gone. I’m reading for all of those people who gave so, so much.”

Military personnel can book a date to read the Ode through the NZDF website.

Civilians can book a date to read the Ode through the Pukeahu website.

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**Reading WWI Ode a “Privilege”**

By Rebecca Quilliam

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(L–R) WGCDR Streatfield and LTCOL (rtd) Chris De Waele of the Belgium Army reciting the Ode at Pukeahu National War Memorial Park.
PFAS is an acronym for a large group of chemical compounds known as per- and polyfluoroalkyl substances. There are more than 3000 of these man-made chemicals. Firefighting foam manufactured with the PFAS compounds PFOS and PFOA were the standard from the 1970s until the early 2000s in international aviation. NZDF’s suppliers have not sold NZDF foam containing PFOS and PFOA above trace levels since at least 2002. Use of PFOS and PFOA was restricted in 2006 and PFOS was completely banned in 2011. PFOS and PFOA are known as emerging contaminants because the long term risk they pose to human health and the environment is not yet fully understood.

PFAS have been used in a large number of consumer products including stain resistant coatings on fabrics and furniture, some food wrappers, and non-stick cookware. As a result, most people will have small amounts of PFAS in their systems.

Ministry of Health experts advise that there is no acute health risk from exposure to PFAS, that is, it will not cause any significant health effects today. Long-term effects on humans are uncertain, therefore limiting exposure to PFAS compounds to reduce any long term health risk is the best course of action.

The greatest potential risk to health comes from ingesting contaminated food or drink. Direct exposure through skin contact carries low risk to human health. If you have any health concerns please visit your onsite health facilities.

More information is available on www.defence.mil.govt.nz or www.mfe.govt.nz/pfas or call 0800 668 766
An environmental testing programme is underway at New Zealand Defence Force bases and, in some cases at neighbouring properties, for the presence of contaminants that may have come from the historic use of a particular type of firefighting foam used to fight liquid fuel fires.

The foam, which has not been used by NZDF at bases for many years, contained the PFAS compounds PFOS and PFOA which were later banned in New Zealand.

In addition to NZDF bases (especially airfields), these foams were used at civilian airports and fuel or industrial facilities. Since NZDF identified this issue it has undertaken a substantial amount of work to assess the impact it might have on our bases and our neighbours.

NZDF is concentrating its initial investigations on bases where firefighting training has occurred and where drinking water, either on bases or at properties surrounding the bases, is taken from bores – Ohakea and Woodbourne. The water at both bases is safe to drink.

Ministry of Health experts advise there is no immediate health risk, but as the health effects of long term exposure are uncertain, NZDF and government agencies are taking a precautionary approach to limit exposure.

Air Commodore (AIRCDRE) Andy Woods says central and local government are working together on the issue.

“The welfare of our personnel and residents at properties near our bases is our priority. We have already checked that all drinking water on our bases is safe to drink, and we are working through an extensive programme to test the water supplies of our neighbours. While that testing is underway we have been providing them alternative drinking water.

“NZDF has engaged teams of technical and scientific experts to determine the extent of any contamination. We are working closely with the Ministry for the Environment, which is leading the Government’s response to this issue, the Ministry for Primary Industries and the Ministry of Health, along with local councils,” he says.

When the issue was first identified, there were no New Zealand guidelines to test for the PFAS compounds. The Australian guidelines were adopted by the Ministry of Health in November 2017.

“NZDF has very much led the way in investigating this issue in New Zealand. What we have learned will benefit all agencies as they now look at where else this foam might have been used outside NZDF.

“We know there are concerns about this issue in the community. We would encourage people to visit the website or call our helpline. We have a range on experts available to give information and advice,” AIRCDRE Woods says.

“NZDF has engaged teams of technical and scientific experts to determine the extent of any contamination. We are working closely with the Ministry for the Environment, which is leading the Government’s response to this issue, the Ministry for Primary Industries and the Ministry of Health, along with local councils.”

More information is available on www.mfe.govt.nz/pfas or call 0800 668 766.
He has been described as the most important person in the Defence Force but after 37 years of ensuring everyone gets their pay, Norma Parekura has retired. “It’s not quite true,” Norma said, chuckling at the description. She earned it while being the resident expert of the newly computerised pay system in 1992.

“Everybody at some point at the camps and bases has gone into Pay Office and if the Pay Unit was unable to resolve the problem they would call Pay Ops. So that’s how it came about that I was the most important person in the NZDF. I wasn’t really, but I seemed to be able to help people with their problems.”

Norma started her long career in September 1977. After five years she took a 20-month break after the birth of her son, but returned and stayed another 32 years.

Her role started with a paper-based pay system, where pay information was stored in “big brown envelopes” and plastic sleeves at pay units.

“It was pretty time-consuming and clunky.”

She was promoted to pay advisor and asked if she would be the civilian representative on the Atlas project, which computerised the manual system.

“I spent at least two years doing that and when it came live I got the job to run it because I had just a little bit more knowledge than everybody else.”

The system was upgraded again to the SAP system in March 2014 – a state-of-the-art, internationally used system. “I was on the project team for this system too.”

Norma said she was grateful to have had a job that she has enjoyed over the past three decades.

“I know that sounds cheesy, but it’s really true. I’ve made lots of friends – military and civilian – and I’ve learnt the true meaning of comradeship. I got a ride on one of the last flights on the Iroquois – it was fantastic. I’ve also had an overnight trip from Wellington to Picton on HMNZS Te Mana.”

Her work has been recognised by top leaders in the Defence Force and she has been awarded two Chief of Defence Force Commendations – in 2007 and 2015.

Both commendations cited Norma’s expertise, professionalism, experience and perseverance. Despite her achievements, she felt overwhelmed by the recognition.

“I rang up and said I couldn’t accept the second one. They asked why not and I said because I already had one and they said, ‘Well, have another one’.

Norma now plans to explore much of the country – “from the Far North to the deep south”.

“Then I might look at some trips overseas and spend more time with my two lovely grand-daughters.”

Enjoy it Norma, you deserve it.
**RNZAF “School to Skies” returns for 2018**

Base Ohakea will host this year’s School to Skies event, aimed at encouraging more young women to consider technical and aviation roles as a career choice. This year the camp will involve 48 Year 13 students from all over New Zealand. The event can be life-changing for the participants. Consider your 16-year-old self and remember the prospect of the unknown and how much impact an experience like this would have had on you.

This is a fantastic opportunity and not only for the students. Last year the feedback from our RNZAF personnel who supported the event was incredibly positive. Many staff were impressed by how much benefit they got from the opportunity to take on a leadership role in planning and delivering modules, representing their trade and generally being a role model to the next generation.

There is no doubt School to Skies 2018 will, once again, provide the opportunity to make a difference to the lives and career choices of these young women.

For more information about School to Skies 2018 visit [www.schooltoskies.co.nz](http://www.schooltoskies.co.nz)

**What:** RNZAF School to Skies 2018  
**When:** 18 – 25 April 2018  
**Where:** RNZAF Base Ohakea

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**PROTECTING OUR HARDWARE**

**Airbase Defence**

Airbase defence includes: active defence, camouflage, concealment, deception, hardening, dispersal, and post attack recovery (of aircraft, facilities and runways).

**Air Power in Action**
A stunning new book has been launched on the inspiring story of New Zealand fighter pilot Squadron Leader Phil Lamason’s deeds in World War II.

Phillip John Lamason, from Napier, volunteered with the RNZAF when war broke out, anticipating adventure and travel.

During his training he was identified as having leadership potential and, once qualified, was sent to RAF Bomber Command in England in 1941. He became a skilled pilot of heavy bomber aircraft, completing 44 missions over enemy-held territory.

During that time he was awarded the Distinguished Flying Cross and Bar for his leadership, bravery and courage under fire.

His life changed dramatically on June 8, 1944, when his Lancaster bomber was shot down by a German night-fighter near Paris. Miraculously he and four of his seven crew survived the crash.

He evaded capture by the Nazis with help from the French Resistance, until he was betrayed to the Gestapo by an infiltrator.

His leadership and courage were put to the test when he was incarcerated in Germany’s infamous Buchenwald Concentration Camp and, aged 25, was made the senior officer responsible for 168 Allied airmen.

There he displayed “strong traits of single-minded determination, selflessness, cold courage and forcefulness in the face of the very real threat to him of execution by the Camp authorities”.

He is famous for refusing twice to capitulate to a Nazi firing squad commander and was quoted as saying: “I would not step back.”

His courage and leadership saved the lives of the airmen, who, because of his efforts, were all sent to a legitimate prisoner of war camp, where they survived the war.

After the war Phil settled in Dannevirke, raised a family with his wife Joan and contributed to community and farming life in the district. He farmed there until his death in 2012, aged 93.

He was a reluctant hero who rarely talked about his wartime experiences, but over time the story came together as he shared reminiscences and anecdotes with family and close friends, including his son Bill and family friend Glenys Scott.

Hawke’s Bay author and former journalist Hilary Pedersen wrote the book for a trust set up by members of the Dannevirke community, and had help from contributions and research by others who were closely involved in the story. Phil died two years before she began the book.

“When I signed up with the trust I had no idea of what I was getting myself into and had never heard of Phil, but now I have enormous respect for that man. It was an overwhelming experience and I’m still coming to terms with the impact of it,” she said.

Anyone interested in buying the book or supporting the trust can go to www.phillamason.com
On April 1, the Royal Air Force (RAF) will celebrate 100 years as the world’s first independent air force – a milestone that also holds special significance for the RNZAF.

Our longstanding relationship with the RAF had its origins in World War I. About 800 New Zealanders served in the British Royal Flying Corps and Royal Naval Air Service, automatically transferring to the RAF when it was formed from the amalgamation of the two. While the majority returned home in 1919, some, like Sir Keith Park and Sir Arthur Coningham, stayed in the RAF and went on to carve distinguished names for themselves in crucial positions of leadership during World War II.

Meanwhile, at a time when New Zealand was still closely aligned with Britain, our Government naturally looked to the RAF for guidance on the formation of our own air force. British military advisers were sent to New Zealand as early as 1919. It wasn’t until 1936, however, with tensions in Europe escalating, that the Government acted on the recommendations of visiting RAF Group Captain Sir Ralph Cochrane.

The RNZAF was officially formed as an independent service on April 1, 1937, with Cochrane as its first chief. Thousands of Kiwi airmen served with the RAF in the skies over Europe, Africa, the Mediterranean and Southeast Asia during World War II. In addition, seven RAF squadrons were designated as “New Zealand” squadrons and one of those, No. 75, was transferred permanently to the RNZAF in 1946.

Post-War, links to the RAF remained strong and airmen on both sides moved between the two. During the 1950s the RNZAF supported the RAF in Cyprus, then in Singapore, from which it flew active operations during the Malayan Emergency.

By the 1960s, however, New Zealand and Britain had begun to diverge in interests. New Zealand became more aligned with Australia and the United States, while Britain increasingly looked to Europe and NATO.

The RNZAF’s uniform, rank structure, and founding culture and traditions may have been drawn directly from the RAF, but over time our air force has formed its own unique identity. The legacy of our historical links persists, however. The RAF remains a close ally, and exchanges and exercises between the two services still take place.

So, with the centenary about to get into full swing, it’s the perfect time for us in New Zealand to honour our shared past, while looking to the future.
Not All Clothes Are Made Equal

By RNZAF Clothing Manager – F/S Shar Carson

Why can’t I wear it?

A military may be identified by the colour or design of its uniform, but one thing that defines us even more is the specialist uniforms we wear. It is a requirement for our aircrew and any personnel working around aircraft to have the appropriate protection. This does not always mean wearing ear defenders and safety boots and extends to the kind of garments we wear against our skin and what type of fabric it is.

Most man-made fabrics such as nylon, acrylic or polyester will melt when ignited and produce a hot, sticky melted substance, which can cause severe burns to the wearer.

For this reason our aircrew can wear only approved protective clothing while flying or while on operations. Products using the man-made fabrics have risen in popularity around the militaries, and many of our personnel overseas have easy access to them while deployed. Some companies have created product lines especially targeted at the military, making polyester clothing readily available to service members.

Some favourite brands among many US military personnel advertise that their fabric will pull perspiration from the skin to the outer layer of clothing. This, the advertising says, keeps personnel cool and dry in any condition or climate.

While that is a desirable feature, it has resulted in US Marines stockpiling these items, without considering that the melting side effect can be fatal.

One Marine received burns across 70% of his body when the armoured vehicle he was in struck an IED, causing his polyester shirt to melt and stick to his skin. Even though he was wearing a protective vest medical staff had to cut the melted undergarment from his torso. The doctors said if he had not been wearing a polyester shirt his injuries would not have been as severe.

For years, US military service personnel with jobs that put them at a high risk of flame exposure, such as pilots, aircrew and EOD personnel, were kept from wearing polyester
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.

materials because of the extra burn threat. Now, with so many IED instances in the Middle East, the US Marines have extended this ban to everyone on operations.

How does this relate to us?

We operate in the same environments as the US and many others – we fly aircraft, we fuel aircraft, we maintain aircraft, and we load aircraft. It all relates to us, because there is the potential for fire in all that we do as an Air Force.

It is for that reason that we introduce specific garments into the RNZAF to try to mitigate these risks, as well as try to give our personnel the best chance if they happen to be in a dangerous situation.

In our flying clothing and now in our GPU we use fabrics such as Nomex, Lenzing, cotton, Aramid, Mod-acrylic, and a conductive fibre, which, on contact with flame, are designed to turn to ash and blow away after the material is burned, even when the burn hazard remains.

It is recognised that having garments that have wicking fabrics, which draws moisture away from the body, is more comfortable. However, they do not provide wearers with the best protection and heat exposure needs to be managed in a different way.

We cannot always stop you from being burnt, but we can give you time to get away from the heat source and to get your garments off without causing undue injury or burns to your body.

So what are you going to wear today?

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!), both in country and overseas. Your input and involvement is therefore important for all past, current and future RNZAF personnel.

For Air Force clothing queries, email “RNZAFClothing” or RNZAF Clothing Manager, F/S Shar Carson.
While their peers were enjoying the final week of
the summer school holidays, 62 Cadets from
around the South Island were participating in the
inaugural Exercise Takahe, a week long adventure camp
held at Arthur’s Pass.

The New Zealand Cadet Forces (NZCF) Cadets, who
ranged in age from 14 to 18 years old, travelled from as
far away as Invercargill and Nelson to attend Exercise
Takahe. They were supported by 23 NZCF Officer and
civilian staff who volunteered their time to instruct, support
(and feed) them.

The exercise aimed to encourage the Cadets’
development through adventure based activities and inspire
a love and appreciation of our outdoor environment. During
the week, they went through cave stream - an underground
stream that twists and turns for nearly 600m in the chilly
dark before finding daylight at the other end. This was a real
challenge for the Cadets and a significant highlight of the
entire Exercise.

The Cadets also abseiled at Castle Hill, some brave ones
even managing this blindfolded! They went on to fly over a
river on a flying fox, treat some injured (not really) patients
after a “bouldering accident”, bond with their team on a low
ropes course, and enjoy the novelty of a ride in a Unimog.

Instruction was given in basic map to ground navigation
and Cadets were given plenty of opportunities to practice
this. One afternoon was spent down at the river, learning
and practicing their safe river crossing techniques and how
to recover after an accidental fall in the river.

Then it was into the field for a two night tramp. During
this time the group practiced their navigation, small group
leadership, fire lighting skills, and emergency shelter
building skills. An unpredicted storm with impressive
lightning, thunder, rain and hail provided a bit of excitement
but otherwise the weather all around was calm, and hot.

Back into camp, there was a night of skits, awards and
tearful farewells before heading home the following morning.
The differences in Corps, Unit, rank and age were forgotten
on this Exercise and Cadets and staff alike went home with
strong new friendships, pride in their achievements, and
new skills that they can pass on to their peers. The exercise
would not have been possible without the support of the
NZDF, Youhttown, Rata Foundation and Christchurch Airport.
Thank you!
’Till next Takahe.
Upcoming SMS Workshops for Command Teams and Safety Practitioners

The Directorate of Safety will soon be going on tour with the NZDF Safety Management System (SMS) roadshow. The roadshow is the next step in the safety training continuum and a continuation of the e-learning resources delivered late last year.

The aim of the roadshow is ‘To build understanding, and prepare our Commanders / Managers and existing Health and Safety practitioners to use the NZDF SMS to better protect our people’. The topics that we will be discussing in camp and bases workshops are: NZ Health and Safety legislation - theory vs practice and how we will use the NZDF SMS to manage our health and safety risks. If you are a Commander/ Manager or health and safety practitioner keep an eye out for information relating to upcoming roadshows in your region.

We are really looking forward to getting around the traps and chatting with you about the SMS, and how you can use the SMS in your workplaces to better protect our people.

If you have any questions about the SMS roadshow please send an email to NZDFSafety@nzdf.mil.nz.

NZDF Women’s Sevens

By Aircraftman Hayley Hutana

We recently took part in the inaugural Invitational and NZDF Women’s Sevens Tournaments. For the Invitational event, three teams assembled at Trentham Military Camp. The teams, split by region rather than service, were Northern/Auckland, Wellington and the Japanese Self-Defense Forces team.

We each played four games throughout the day in scorching conditions. The final was between Wellington and the Japanese Self-Defense Forces. It was a really hard-fought battle, with the Japanese side snatching a 19-12 win in the last 60 seconds.

From this tournament, an unofficial NZDF Women’s Sevens side was selected. We travelled to Auckland and were invited to play a feature game against the Japanese team at the National Club Sevens Tournament. This game proved to be a very special match, the first NZDF Women’s international fixture.

On game day we had two very special sportspeople meet us for our jersey presentation, Sky Sports commentator Karl Te Nana and New Zealand Black Ferns sevens player and Olympian Tyla Nathan-Wong.

We travelled to the stadium, with excitement levels high. It was a wet Auckland day, which was taken into account for our game plan. After a short and sharp warm up, we took the field ready to sing our National Anthem.

At the sound of the whistle, it was all go. We managed to take the lead early, with a try scored by Aircraftman Hayley Hutana within the first two minutes. Then late in the first half Petty Officer Physical Training Instructor Raelene Olsen broke numerous tackles and offloaded to Staff Sergeant Bertha Ruha, who dotted down to give NZDF a 10-0 halftime lead.

About three minutes into the second half Corporal Wairakau Greig scored a brilliant individual try, which was converted to stretch the lead to 17-0. Japan scored in the last 30 seconds to make the final score 17-5.

History was made, first by this match being played, and to top it off by being presented with the trophy.

We know that this is only the beginning for Women’s Sevens in the NZDF.

If you would like to join the resurgence of RNZAF Women’s Rugby, just like AC Hutana and CPL Greig, contact the OIC Women’s Rugby, PLTOFF H. Shaw. PLTOFF Shaw will be able to put interested personnel in touch with their local Women’s Rugby representative.
**Notices**

**80th AVIONICS & NO 2 TTS REUNION**
We are holding the 80th Avionics Reunion on the 23rd – 24th Mar 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.rnzfnavionicsreunion2018.co.nz to register your interest.

**NO. 40 SQN 75TH ANNIVERSARY FUNCTION**
We are intending to hold a 75th Anniversary Function at Auckland’s MOTAT on Sat 02 JUN 18 to acknowledge 75 years since the formation of No. 40 SQN RNZAF.

Limited tickets will be available. Interested ex and current 40 Sqn personnel who wish to attend this event are requested to register interest by emailing 40SQN4WINDS@nzdf.mil.nz

**Air Power Development Centre Quiz**

Q1: Name three Allied bombers used in WWII.
Q2: What is a meacon?
Q3: A USAF B-2 Spirit bomber carried out a precision attack on an ISIS camp in Libya on Jan 19, 2017. How long did the mission take?
Q4: Height, speed, and reach are characteristics of air power. Name three other characteristics.

A8: The aircraftman may scour the base trying to find one, or they may take it as permission to disappear for the afternoon!
A9: TE KOTAHITANGA O NGAA MAHAHANGA - the unification of the twins, describing the joining together in friendship of Whenuapai and Hobsonville stations.
A10: About 1900 nautical miles (about 3,600km).
Always a crowd pleaser, the Black Falcons made an appearance at Art Deco weekend in Napier. I tried to incorporate both the Black Falcons display and the feel of Art Deco weekend into one photo and this is what I came up with!

– Leading Aircraftman Jenn Harley

Q5: How many Victoria Cross medals have been awarded to aviators?

Q6: What was unique about F/O Trigg’s award of the Victoria Cross in 1943?

Q7: The Defence White Paper states that the NZDF contributes to NZ’s national security through maintaining prosperity via secure sea and air lines of communication. What does ‘secure’ mean in this context?

Q8: There are two actions that could occur when an aircraft trade sergeant asks an aircraftman for a ‘long weight’. What are they?

Q9: What is the motto of RNZAF Base Auckland?

Q10: In round figures, what is the maximum range of the RNZAF B200 King Air aircraft?

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

ANSWERS


A2: A misleading beacon used to broadcast confusing navigation signals.

A3: 33 hours flying from Whiteman Air Force Base in Missouri to Libya return.

A4: Flexibility, precision, dependency, fragility, payload, impermanence.

A5: 51, from 1915 to 1945.

A6: It was awarded on evidence solely provided by the enemy under heavy anti-aircraft fire and his aircraft ablaze. While under fire, he continued his attack on a German submarine and sank it. The submarine Commander’s testimony revealed Trigg’s bravery.

A7: To render secure from attack or molestation by the enemy. It refers to ensuring a route is safe and secure for a movement.

A8: In round figures, 5,000 nautical miles.
Cheer on New Zealand military and emergency response teams as they compete in this exciting urban relay challenge. Show your support for the teams and give generously to our past and present New Zealand veterans this Poppy Day.

Friday 20 April 2018  2pm–5pm
Sky Tower & SKYCITY Plaza

To make a donation: aucklandrsa.co.nz/towerdeforce/