MIDDLE EAST OPERATION WRAPS UP
FLYING BOAT VETS HONOURED AT LAUCALA BAY
ON OPERATION WITH NZ POLICE
As I write this First Word I’m completing my first week in the seat as Air Component Commander (ACC). I’ve just come from the NZDF’s Capability Branch, which was all about delivering the tools our soldiers, sailors and airmen need on operations. We had over 300 projects, from small radios through to large ships.

In the capability world I learned that the success of projects, whether large or small, always rests on the shoulders of key individuals. Whether they are project managers, technical specialists, or operators, each project hinges on an individual’s skills, determination and teamwork.

My first week as ACC was quite different – much more about today’s operations than tomorrow’s tools. In my first week, we returned our Orion from its successful 12-month mission in the Middle East. The Hercules that was redeploying the Orion’s support team stopped in Papua New Guinea on the way to deliver earthquake relief into the highlands. A second Hercules then deployed to PNG to boost the relief effort further. During the weekend an Orion was dispatched to locate missing fishermen in Tuvalu and another Hercules lifted dignitaries at short notice for a significant funeral in the Chatham Islands. Meanwhile a B757 supported the Prime Minister for her visits to Australia and the South Pacific. Back home, No. 3 Squadron was supporting police operations in the South and North Islands, and all the while two Seasprites were deployed at sea on HMNZS Te Mana and HMNZS Canterbury.

In addition there was the training. No. 14 and No. 42 Squadron’s pilot training continued (No. 42’s flying included several VIP support ops), No. 3 Squadron conducted weapons training at Kaipara and supported Army training in Waiouru, an Orion was on exercise in Australia, and a parachuting exercise was underway in the United States. A Hercules was already on its way to redeploy the parachutists, and stopped off in Tonga on the way to deliver further post-cyclone relief.

That’s quite a remarkable list for just a one week snapshot; it shows just what “normal” looks like for the RNZAF. This is what we do – operating, training, and operating while training.

The important point here is just how much the safety and success of these everyday flying operations rests on the shoulders of individuals. It’s the critical skills, judgement, initiative and professionalism of individuals on board the aircraft, on the flight line, at the fuel farm, at air movements, at the tactical ops centres and at a dozen other places that determine mission success or failure every day.

So here in week one as the ACC, last week’s job and this week’s job have this critical people factor in common. There’s a saying by a top sports coach, that

“Greatness is many small things done well every day”. That’s not just an aspiration for us as an air force – it’s something we can live by every day.
The Air Force has completed its year-long maritime surveillance mission in the Middle East, flying more than 1000 hours and helping an international naval coalition seize heroin with an estimated value of $700 million. An event was held recently at Base Auckland marking the success of the mission and a few of the personnel who have been deployed on the operation tell Air Force News what life was like working in the region.

“I guess we had a pretty big impact, especially with intercepting drug-smuggling off the coast of Africa,” pilot FLTLT James Arnott-Steel said.

The New Zealand Defence Force sent a P-3K2 Orion aircraft and a 55-member detachment to the Middle East in February last year to work as part of the Combined Maritime Forces (CMF) for 12 months. The Orion flew a total of 1010 hours on 135 missions.

Surveillance information from the aircraft crew led to four CMF drug busts, which seized about $700 million worth of heroin in the Indian Ocean.

FLTLT Arnott-Steel deployed to the Middle East three times, spending about 10 months there. Flying in the area was quite different from New Zealand skies, he said.

“The smoke from the gas and oil platforms, along with a lot of sand, can make the visibility particularly nasty sometimes, with only being able to see a couple of thousand metres ahead. In the winter it tends to get a little better and the visibility can be tens, even hundreds, of kilometres.”

One of his highlights was seeing how well the crew came together over the three- to four-month deployment period.

“We turn up fairly fresh-faced and get thrown into the thick of it and by end you’ve got a pretty well-gripped crew. That’s always quite pleasing to see from an aircraft captain’s point of view.”

Flight Sergeant Jamie ‘Horse’ Sutherland was also deployed and was the maintenance manager of the P-3K2 Orion, with a team of 12.

“The primary objective was just to keep the aircraft serviceable to meet the taskings for the operations,” he said.

Sand was an issue for the team, especially when the wind came up, but the biggest problem they faced was the heat.
“We were there during the hottest part of the year and the hottest temperature recorded was 57 degrees Celsius – we worked out the temperature on the air field would have been hotter.”

They had measures in place to combat the sizzling temperatures, including wearing ice vests and keeping to air-conditioned spaces. Kiwi ingenuity also came into play.

“We had a Toyota Hilux just sitting on the flight line turned on so people could go into a cold area for respite if they needed to. We had to adapt our work to suit our environment – we could work for only 20 to 40 minutes before needing a break to reduce the effects of heat stress and fatigue.”

It was important to see how the RNZAF was contributing to the global fight for maritime security and how the Kiwi contribution aided the efforts of the coalition partners, F/S Sutherland said.

Detachment Commander Squadron Leader Adam O’Rourke added that one of the rewards of being part of the mission was knowing the work of the team had a direct impact on illegal activity, by taking away terrorists’ income streams.

“Representing our country in a coalition, contributing to the larger team’s success, and showcasing the professional work that our team does every day are the other rewarding aspects,” he said.

Joint Forces New Zealand Commander Major General Tim Gall said the drug busts supported the CMF’s efforts to stem the flow of funds for terrorist activities in the Middle East and internationally.

“Our successes in this mission are a testament to the hard work of our personnel and show what we can achieve by working with other nations,” he said.

The CMF is a 32-nation naval partnership seeking to promote security across 8.2 million square kilometres of international water, which encompasses some of the world’s most important shipping lanes. It includes three combined task forces, which are focused on defeating global terrorism, preventing piracy and narcotics smuggling, and promoting a safe maritime environment.
Surveillance information from an RNZAF Orion led to four drug busts, which seized about $700 million worth of heroin.
Australian Navy personnel uncovering illegal drugs.
Credit: Australian Defence Force

FLTLT John Brereton hugs his son Nicholas and daughter Charlotte.

Personnel return home from deployment.

Families waiting for their loved ones to return.
The quiet backblocks of Taranaki were disrupted with the distinctive sound of NH90 rotors recently as a NZ Police–led operation to target cannabis plantations got under way. Thousands of plants were extracted and destroyed – putting a multi-million dollar dent in the illegal industry. Air Force News was invited along to see the operation from the air.

It is a humid and drizzly day when an NH90 takes off from Base Ohakea, carrying six NZ Police officers and four crew members. As we fly, the pilots, loadmasters and police spotters are on the lookout for bright green tell-tale signs of a cannabis plantation.

“That’s a good-sized plot. We’ll remember that spot for the way back,” one of the pilots says.

The operation was conducted during February and March and covered Nelson, Marlborough, the West Coast, Palmerston North, Horowhenua, Whanganui, Ruapehu and Taranaki. In all, 10,000 plants were recovered.

The plots have already been mapped out for the team, during a previous NZ Police flight, but often other plantations are spotted along the way and taken care of. After about 45 minutes, we reach the first plants.

Police are winched to the ground, where they cut the plants off at the base. They are then winched back to the aircraft, holding an armful of the valuable trees – bound with a rope – which are then stored in the back of the large cabin.

Hundreds of plants are collected during the day, including about 85 from one plot.

An officer from Police National Headquarters says so far it has been a very successful operation.

“We’ve got some big plants and lots of them. We will have made a dent in the industry and there will be some unhappy people as a result of our actions.”

The pilots hover between 40 and 100 feet from the ground. At times we are lower than the tops of trees and cows and sheep on nearby farmland scatter as we fly overhead.

The officers carry specialist equipment, including wire cutters to get to plants that are surrounded by cages.

“In the past we’ve also had to deal with camouflage netting or tarpaulins, but the cage is pretty standard,” an officer said.
At the end of the day the plants are taken away and destroyed. Sometimes they are burned, but that day they are buried.

Another officer said it is great to use the Air Force for the cannabis operations.

“The NH90s have a great amount of room – a huge amount of room. They are so smooth to travel in – not bumpy at all.”

There is also a great deal of trust between the two organisations, he says.

“You’ve got to trust them – you only have one line and one hook. They have a nice, methodical way of doing things.”

An RNZAF helicopter loadmaster agrees that it is beneficial working with the police and the type of work helps their personnel.

“Many loadmasters say that this work is the best it gets for us – in normal day-to-day flying we may winch three times during a single flight. During the police operations we can get up to 100-plus winches per flight. The growth a junior loadmaster can achieve specifically in our confined area, winching and cabin management, is huge.”

Working so close to the ground has its advantages and disadvantages, he says.

“The crew assess this risk prior to every winch conducted and is briefed. The closer we are to the ground the less time someone spends on the wire during the winch. This reduces the risk to the individual, but puts the helicopter in a less-safe position if we have an engine issue.”

The operations, which normally happen annually, are popular with the personnel, he says.

“We usually grease up the planners to ensure we get on the job,” he jokes.

“All names and identifying features have been removed for security reasons.

---

**By the numbers**

- **10,000** plants recovered
- **30** firearms
- **$50,000+** seized

One raid alone seized **500 plants** and **1.3kg** of dried head and leaf
A C-130 Hercules has delivered 18 tonnes of relief supplies and six air load specialists to Papua New Guinea after a 7.5 magnitude earthquake struck the nation. Deadly landslides were triggered during the February 25 shake and authorities reported more than 120 deaths, with many still missing. It caused extensive damage to roads, airports, hospital and other major infrastructure. Humanitarian groups have estimated half a million people were affected by the quake and 150,000 are in desperate need of life-saving supplies.

The worst affected were those living in the PNG highlands, away from easy transport access. The initial quake caused devastating damage, but the region was further victimised by strong aftershocks that wrecked rebuilt homes and wiped out crops and gardens.

The RNZAF sent two flights with supplies to the nation from the Ministry of Foreign Affairs and Trade’s emergency stores. Crews also helped bring food, water and emergency supplies from the capital Port Moresby to Moro and Mount Hagen in the Highlands.

Authorities struggled to access many of the worst-hit areas because of large landslips and damaged roads, preventing the delivery of much-needed aid, Joint Forces New Zealand Commander Major General Tim Gall said.

“Our airlift support helped the Papua New Guinea Government distribute food, water and sanitation equipment to remote communities hardest hit by the earthquake.”

No. 40 Squadron loadmaster Sergeant (SGT) David Cresswell said the Hercules was flying to a “remote dirt strip at high altitude”.

Supplies Reach Quake Devastated PNG

By Rebecca Quilliam

The worst affected were those living in the PNG highlands, away from easy transport access. The initial quake caused devastating damage, but the region was further victimised by strong aftershocks that wrecked rebuilt homes and wiped out crops and gardens.

The RNZAF sent two flights with supplies to the nation from the Ministry of Foreign Affairs and Trade’s emergency stores. Crews also helped bring food, water and emergency supplies from the capital Port Moresby to Moro and Mount Hagen in the Highlands.

Authorities struggled to access many of the worst-hit areas because of large landslips and damaged roads, preventing the delivery of much-needed aid, Joint Forces New Zealand Commander Major General Tim Gall said.

“Our airlift support helped the Papua New Guinea Government distribute food, water and sanitation equipment to remote communities hardest hit by the earthquake.”

No. 40 Squadron loadmaster Sergeant (SGT) David Cresswell said the Hercules was flying to a “remote dirt strip at high altitude”.

Supplies Reach Quake Devastated PNG

By Rebecca Quilliam
The aircraft could not reach the worst affected areas, so they had to unload aid to Australian Defence Force Chinook helicopters, where it would be flown the last part of the journey.

“We did a surveillance flight and we could see landslips – you could see where it’s all slipped away. Where there was forest there is now just dirt,” SGT Cresswell said.

Leading Aircraftman Rebekah Richardson from Air Movements was part of the specialist air load team (ALT) for the Humanitarian Assistance and Disaster Relief operation. They delivered 40,000lbs of aid into remote locations each day.

“Delivering to such remote locations came with it some challenges we had to overcome, for example we had to load and unload everything by hand, multiple times per day. But working closely with the Royal Australian Air Force saw us become a tight knit group ensuring we achieved all outputs in a timely manner.

“The response we have received from Papua New Guineans, the Royal Australian Air Force and our own command makes my role with the ALT worth it. We were thanked with every load we delivered and you could see on their faces how much it meant to them to be receiving the aid.

Supplies to Papua New Guinea

- 920 tarpaulins
- 750 collapsible water containers
- 700 family hygiene kits
- 300 mother-and-infant kits
- 200 shelter tool kits
- 120 15-litre water containers
Orion Crew Find Missing Fishermen Adrift in Pacific

Crew from a P-3K2 Orion found two Kiribati fishermen, who had been missing for a week, safe and well in their boat in the Pacific Ocean.

Air Component Commander Air Commodore (AIRCDRE) Andrew Clark said the aircraft crew spotted the two men waving from their small aluminium boat about 9.30pm on March 20 – the third day of their search.

“We located a dinghy using the Orion’s radar and verified that there were two men on board using the aircraft’s infrared camera.

“The success of this latest search and rescue mission shows how our long-range aircraft, with their mix of sensors and skilled crew members, help the region in what are often life-threatening situations.”

The Orion contacted a Kiribati patrol boat, also part of the search and which reached the men the following day, AIRCDRE Clark said.

“The men are safe and well and their vessel is in good condition. The crew dropped them emergency supplies and a radio and were able to establish communications with them.

“We are pleased that we have been able to help locate the men and I would like to commend everyone involved in this search and rescue mission for a job well done.”

The men left Taboiai village in Kiribati’s Nonouti atoll about 3am on March 14 to fish off the south end of the atoll. Nonouti is about 4000km north of Auckland.

The Fiji Maritime Surveillance Rescue Coordination Centre requested NZDF support after an air and sea search directed by Kiribati authorities failed to find the men.

New Mission Statement

The Air Force’s Mission Statement has been updated: The RNZAF will provide New Zealand with relevant, responsive and effective Air Power to meet its security interests.

Chief of Air Force Air Vice-Marshall (AVM) Tony Davies said the update broadens how we think about what our Air Force delivers for New Zealand.

“Global military air operations remain our core task, with the attitude and behaviours that get us there embodied in our values and air warfighting ethos. The new statement focusses clearly on the value our operations deliver.

“Relevance’ refers to the broad range of military Air Power effects delivered independently or as part of a collective effort to move, sense, analyse, respond, control, and apply force to influence events in a battlespace or area of interest. ‘Responsiveness’ in decision making superiority, as well as physical action is particularly relevant to NZ due to the great distances we must deal with.

“Effectiveness’ speaks to our resilience and tenacity; ensuring our people and platforms are able to deliver desired military effects while overcoming various and unexpected challenges along the way. There is a lot more to conducting military air operations and delivering Air Power effects than simply the visible element of aircraft flying.

“The updated mission statement will lead to a better understanding of Air Power and what the RNZAF provides as a Force for New Zealand, and better reflects the larger Air Power picture,” AVM Davies said.
The RNZAF’s eight NH90 advanced Medium Utility Helicopters have a primary role as a battlefield mobility platform in direct support of the New Zealand Army, and other NZDF or coalition units. As part of that role the aircraft are usually fitted with door-mounted machine guns and, like every aspect of our operations, practise is the key to safe and successful performance.

With this in mind, No. 3 Squadron recently deployed two aircraft to Base Auckland, to conduct training with the MAG58 M machine gun at the Kaipara Air Weapons Range. The aim of the exercise was to qualify all Helicopter Loadmasters in operating the weapon and employing it effectively by day and by night – using a new laser sight.

“We use the machine gun as a suppressive defensive weapon in the medium to low threat spectrum,” NH90 loadmaster Sergeant Ed Garvey said. “It’s effective against infantry and light armour, or ‘thin-skinned’ vehicles.”

Training involves flying above the dunes of the weapons range by day and night, while the loadmasters take turns engaging targets positioned there.

As with all activities in the helicopter world, a huge amount of coordination goes on between the front of the aircraft and the cabin to make sure the drills are carried out safely, and to the best effect. On top of this, the training exercise involved RNZAF Security Force personnel, medics, aircraft technicians and armourers from RNZAF Ohakea and Auckland.

The training package meant the more junior loadmasters found it easy to put theory into practice.

“It was exciting to do something cool like this, that up until now we have only talked about,” a crew member said.

With a successful sign-off of 11 loadmasters, the exercise has ensured that the aircraft’s capabilities are maintained at the state of readiness required of them.
A No. 6 Squadron SH-2G(I) Seasprite helicopter was integral to an Operation Havre mission up against the clock, as weather, repairs and wreckage investigations cut into HMNZS Canterbury’s time at the Kermadec Islands.

Operation Havre, a resupply mission to Raoul Island during February and March, involved transporting 51 government staff and scientists, a Sir Peter Blake Trust Young Blake Expedition team of 20 youths and eight tonnes of equipment in support of four agencies undertaking scientific and advocacy work.

Canterbury’s Executive Officer, Lieutenant Commander (LTCDR) Emma Broederlow, said the ship had some engineering difficulties that cut into their time. They also encountered “a horrible low” in the weather, producing 80-knot winds and a huge swell, “a pretty big sea state for Canterbury to be in”.

“The Seasprite is integral for work at Raoul Island. It’s a very unforgiving environment. You’re exposed to all the weather,” she said.

The island does possess a derrick for transferring goods and equipment by ship’s sea boat, but the risk to the equipment is substantial.

A day was spent investigating the wreckage of a vessel, spotted by Seasprite flight crew on Macaulay Island, while in the process of delivering and winching down GNS Science personnel intent on an island survey. Navy personnel determined it was the remains of a seven-metre catamaran.

A primary concern was if there were survivors on the island, LTCDR Broederlow said.

“Life jackets were found stowed on the vessel, and there was no indication it was a ship that had perished at sea.” The Rescue Coordination Centre said they had no record of a missing vessel and it was likely it had broken free from mainland New Zealand during a cyclone.
An algae specialist, travelling with Canterbury, studied photos of the marine growth on its underside and determined the vessel had been in the water for a reasonable period of time.

Raoul Island has the additional complication of Myrtle Rust Disease, which has infected plants on the island and is being monitored by the Department of Conservation since its discovery in March last year. It means strict biosecurity protocols were in place, and visits to the island were kept to equipment transfers, with the helicopter being washed every day with an anti-fungal agent. It was “maximum hours and really excellent teamwork to get it done on time and achieve all the offloads”, LTCDR Broederlow said.

No. 6 Squadron was able to treat the Young Blake Expedition Team, mainly teenagers, to flights on the helicopter. Leading Helicopter Loadmaster James Drain said they were pretty excited. “It was a pretty jaw-dropping moment for them and no-one was scared.”

They had some full-on days. “We were working really hard to get the loads transferred, and we had to retrieve the scientific gear from Macaulay Island by winching, as there’s nowhere to land.”

The island’s seabird population was “quite hostile”, being completely unused to humans and helicopters, and took to dive-bombing the Seasprite. “They’d come soaring in with a lot of bravado, then they’d realise they were in trouble with the induced downflow and do a graceless flap to get clear,” he said.

“The Seasprite is integral for this work. It’s a very unforgiving environment. You’re exposed to all the weather,” she said.
In September 1942 No. 5 Squadron set up a base at Laucala Bay in Suva, Fiji and for the next 26 years the Pacific skies played host to Short Singapores, Catalinas and Sunderlands. The unit conducted anti-submarine patrols, maritime reconnaissance, and transport and air-sea rescue missions. A monument has now been unveiled, recognising the service of the veterans of the flying boat operations. Air Force News caught up with some ex-service people before the ceremony, about their time at Laucala Bay.

“T’s a privilege to be able to go over and I’m grateful for the Air Force to offer some of us old veterans to join the official parties for the commemoration...I haven’t been there for quite a few years,” former Sunderland navigator Hugh Francis said.

Mr Francis was posted to Laucala Bay between 1960 and 1963 and the trip was a “rare opportunity” to renew friendships with past colleagues, he said.

The monument, designed and made in Fiji, was unveiled by Fiji Prime Minister Josaia Voreqe (Frank) Bainimarama and New Zealand Defence Minister Ron Mark at the University of the South Pacific, on the land that was formerly home to No. 5 Squadron.

Laucala Bay veterans, a contingent of RNZAF personnel, including current members of No. 5 Squadron, the band and Maori culture group, travelled to Fiji to attend the commemorations, which were also part of the University of the South Pacific’s 50th anniversary celebrations.

Vice Chief of Defence Force, Air Vice-Marshal Kevin Short said the RNZAF was delighted the service of Laucala Bay veterans was being acknowledged.
“The flying boat operations were a significant contribution to our national security... and paved the way for the RNZAF No. 5 Squadron of P-3K2 Orions today, which continue to contribute vital surveillance support in the South West Pacific, conducting maritime patrols, search and rescue and reconnaissance operations.”

Pilot Rick Bulger witnessed the “twilight” of the operation when the base started winding down.

“As people, who finished their tours would come home, people like me, based at Hobsonville, would end up going up to Laucala Bay and living there for three weeks or a month and then coming home for a few months before going back.

“I look forward to going back. I’m really looking forward to catching up with my old squadron mates – some of them I haven’t seen for 40–plus years.”

Mary Barnes was in the Women’s Auxilliary Air Force at Laucala Bay, working in accounts over 1958–59.

“I can remember it all. It was absolutely fabulous – the people were lovely. We had a lot of locals working on base. I have been back since and a lot of the old things are still there.”

It would be an emotional return though, she said. “I would just like to say a last farewell to Laucala Bay.”

When the RNZAF left in 1967 the flying boats returning to Hobsonville, Auckland, where they were replaced by P-3B Orion fixed-wing land-based aircraft.

The air base land and infrastructure became home to the University of the South Pacific, which opened in 1968.
“Preparation is the key,” said Warrant Officer (W/O) Steve Knapton, who runs Rongotai Air Movements in Wellington.

We were waiting for Prime Minister Jacinda Ardern, Government ministers, a group of business delegates and a media contingent to come through the terminal to board a Boeing 757 bound for Australia.

It was the first time this Prime Minister had travelled out of the Rongotai terminal, W/O Knapton said.

Having someone like a prime minister come through the doors meant the team was focused on ensuring everything was “just right”.

“We’re pretty professional operators anyway, but when it comes to VIPs we lift our game even more. The VIP room is always set up, but there is always a last-minute check on the day to make sure it is spotless,” W/O Knapton said.

When the passengers arrive, they are presented with packs holding their tickets, bag tags and departure cards.

Bags are looked after by four team members, who travel with the delegation. Bags are colour coded so the team members know if they belong to a VIP, delegation or media.

Customs officers and Aviation Security are seconded from nearby Wellington Airport to ensure bags are scanned and passports checked.

That day, the team was expecting about 70 passengers. Media arrived first, followed by the delegation, then the ministers and PM Ardern. The arrival times were designed so that everyone didn’t turn up at once and, while it was busy, the operation flowed perfectly.

Once the Boeing lifted off, the equipment was packed away and the team resumed normal duties.

“It’s really just another day for them,” W/O Knapton said. “They do a great job for every passenger who comes through those doors.”

It’s always humming at RNZAF Air Movement terminals, but when a VIP needs to travel, the unit pulls out all the stops. Air Force News went behind the scenes to see what it means for the team to have a VIP come through the doors on an overseas flight.
"Everything is laid out for them. It’s a pretty slick operation."
The Navy Helicopter Loadmasters of No. 6 Squadron in Whenuapai have achieved a formal milestone with one of their own designing and achieving approval to wear their own brevet (wing).

Earlier this year Captain Fleet Operational Readiness Captain Dave McEwan presented the new golden-winged badge to Warrant Officer Nathan Tamihana, Chief Petty Officer Maxwell Cawley, Chief Petty Officer Dougie Greig, Petty Officers (POHLM) Tiffany Yule and Zach Taylor, and Leading Seamen (LHLM) Rick Gurnell, Joshua Boon and James Drain. LHLM Gurnell was promoted to Petty Officer following the presentation.

The design is a hybrid of the Air Force Helicopter Loadmaster (HLM) brevet with the Navy Pilot and Observer brevets.

The design features the Naval Pilot and Observer centrepiece, combined with the swift wing, in gold, from the Air Force HLM brevet. The design, while giving a Naval identity, recognises the significant historical training pipeline provided by the Air Force.

The metal wings are worn in a natural position on the left breast on dress uniform, but the cloth badge is worn on the right as a branch badge on General Work Dress, to align with other Navy trades.

POHLM Taylor took charge of the design and process, something he kicked off in June last year to replace the No. 3 Squadron-styled brevet the Loadmasters had informally adopted.

“I picked it up from previous loadmasters, who had either had a go and been knocked back, or had been too busy to do it. I felt it needed to be done, things were a bit of a square peg, round hole. We wanted something we had chosen, whereas the branch badge was something that had been chosen for us.”

POHLM Taylor, with his Commanding Officer, went to Trentham to make his case to the Navy Clothing Board, and the new design was approved.

The old No. 3 Squadron-style Helicopter Crewman name badge, alongside the new design

(L-R) PO Zach Taylor, L Rick Gurnell, CPO Dougie Greig, L Joshua Boon, CPO Maxwell Cawley, L James Drain, WO Nathan Tamihana, PO Tiffany Yule
A P-3K2 Orion has conducted aerial surveys of two volcanoes in the Pacific that are showing signs of renewed activity.

The survey, requested by GNS Science, included Monowai, an underwater volcano north of New Zealand, and the Manaro Voui (Ambae) volcano in Vanuatu, Air Component Commander Air Commodore Andrew Clark said.

"Imagery taken by a P-3K2 Orion aircraft will help authorities assess recent volcanic activity, especially of Manaro Voui volcano," he said.

The eruption of Manaro Voui volcano started last September, prompting Vanuatu authorities to raise the volcanic alert level to 4 – the second-highest alert level – and to order all 11,000 residents of Ambae island to evacuate immediately. The residents returned when the level of volcanic activity subsided in October.

GNS Science said the vigour of Manaro Voui's eruption increased over the past seven to 10 days, with fresh ash falling and acid rain reported, affecting crops, water supplies and some buildings. GNS Science and New Zealand's Ministry of Foreign Affairs and Trade are supporting the Vanuatu Meteorology and Geo-Hazards Department in responding to the eruption.

The Monowai submarine volcano in the northern Kermadec area is also frequently active and GNS Science found evidence of volcanic activity in seismic data in recent weeks.

GNS Science volcanologist Brad Scott said it was extremely important to monitor active volcanoes because their eruption could have huge impacts on the safety and health of residents, the environment and the economic and business sectors.

“With the support of the NZDF, we are able to help Pacific countries monitor and assess the level of ongoing volcanic eruptions and their impacts,” Mr Scott said. “This helps countries make better decisions in response to volcanic activity and prepare for future events.”

In recent years the NZDF has conducted aerial surveys of volcanoes in Vanuatu, Solomon Islands and Tonga, after requests from these countries. Together with GNS Science and MFAT, it has also helped Pacific countries develop their capability in responding to volcanic activity.
Driving across India is a daunting task, but how about travelling in tuk tuks? Six New Zealanders, including three airmen from Base Ohakea, jumped at the chance to make the 3000km trip in two tiny motorised tuk tuks as part of a large rally and raised thousands of dollars for charity on the way. Corporal (CPL) Matt Keen, Flight Lieutenant Loic ‘Frenchy’ Ifrah, Sergeant Sam Riordan and three friends embarked on the two-week journey recently. They covered 4/5ths of the country, starting at Jaisalmer and finishing in Kochi. CPL Keen tells Air Force News about the adventure.

Day 5
We started the day like every other. Mechanical checks of the engine, ensuring everything’s bolted on and that no new surprises are there to greet us. At this stage, we all have mechanical issues. It’s a bit like a loose thread – best to try to nip them in the bud before they unravel. If you can. Two hours into the morning we find a poetic location to stop, cool down the engines and take a few photos. Jumping up on the tuk tuks, we raise the RNZAF Ensign and get a few snaps for The Missing Wingman Trust, the main charity driver behind our adventure.

About 30km down the road we notice a school with a bunch of kids playing in a dirt field and realise we should stop and say hi. Within seconds of stopping on the field we are overwhelmed by children, to the point where we are unable to get out of the tuk tuks.

The kids erupt in a frenzy of screams, as more and more come spilling out of their classes. You throw your hands in the air, the kids go crazy, say “selfie?” and the kids go crazy, suggest a game of cricket, the kids go crazy to the power of crazy, suggest ANYTHING and you get the same result.

We give autographs, take endless selfies and answer the few questions they are able to ask us, which seem to be mostly about cricket. I’m slightly embarrassed because they know more about my own team than I do.

The teachers and headmaster arrive and ask us if we would like to talk in front of their school. This is the first time they have ever seen European tourists.

The headmaster talks in Hindi to the students and we are asked to explain what we are doing and the purpose of our journey. As Frenchy and I talk, we know which sentences the kids understand because we’re either met by cheers or blank faces.

As we finish the talk we thank them and gift the school a cricket ball and bat we had bought in Jaisalmer for such an occasion. I note how beat-up their only cricket bat was. It’s literally Christmas times 10 for them.

We were invited to the principal’s office, but before we went we organise a discrete donation round-up from the group.
After drinking coffee and sharing stories we gave the school $NZ60 worth in Indian rupees to go towards supplies such as books and pens. The headmaster, who previously had a few words to say and appeared quite strict, was left speechless. Standing up to leave and shaking hands I noticed tears beginning to well in his eyes and he was only able to offer a thankful nod of his head. Sixty dollars meant so little to us and so much more to them. Good deed? Good karma? The tuk tuk gods had better make it rain for our random act of kindness.

We would like to thank everyone who got involved, donated to or supported our epic journey. In total we raised $3000, with half of that going to The Missing Wingman Trust and the other half to nominated charity Cool Earth.

After drinking coffee and sharing stories we gave the school $NZ60 worth in Indian rupees to go towards supplies such as books and pens. The headmaster, who previously had a few words to say and appeared quite strict, was left speechless. Standing up to leave and shaking hands I noticed tears beginning to well in his eyes and he was only able to offer a thankful nod of his head. Sixty dollars meant so little to us and so much more to them. Good deed? Good karma? The tuk tuk gods had better make it rain for our random act of kindness.

We would like to thank everyone who got involved, donated to or supported our epic journey. In total we raised $3000, with half of that going to The Missing Wingman Trust and the other half to nominated charity Cool Earth.

Since its formation seven years ago the Missing Wingman Trust has supported dozens of families.

This has included education scholarships, medical expenses, headstones and memorials, work around the home such as working bees and roof replacements, helping families move house, sending children who have lost a parent on sporting trips, and sending them Christmas presents. The trust exists to support all Air Force families, regardless of situation, rank or trade – they are here to help out.

If you know someone who needs our support, or if you can help us to raise our profile or some funds, then please contact your base rep.
Golden Years for Military Working Dogs

Our Military Working Dogs (MWD) work hard for Force Protection and when they reach retirement they have earned a well-deserved rest. Air Force News found out what some of our superstar canines have been doing in their golden years.

**ECHO**

Echo was born on March 30, 2012 at the Trentham Police Dog Training Kennels and after completing his Puppy Development and Training with the NZ Police he was invited to RNZAF Base Auckland, MWD Unit where he joined his brother Endor. Between 2013-2017 Echo and his handler Corporal (CPL) Liam Elder conducted several security tasks assisting NZDF Operations and personnel, including a deployment overseas to Royal Australian Air Force (RAAF) Base Darwin for Exercise Pitch Black 14.

In October 2016 Echo was diagnosed with a medical condition and was no longer fit for MWD service. Due to his personality and overall temperament, Echo was one of the first MWDs to be allowed to be retired to a non-MWD handler. Normally when a MWD is retired from military service he is able to go home to live with his handler, however, CPL Elder already had his previous MWD Uro living with him. The next year Echo was officially retired to his new home by the beach in Whangaparoa. He now enjoys his well-earned retirement with spending his days laying out in the sun, getting cuddles from family and friends and of course enjoys long walks on the beach with his new dad Flight Sergeant Paul Chadwick.

**URO**

Uro was born at Trentham Police Dog Training Kennel on July 7, 2006. He completed his NZ Police Dog Training and become an active Police dog working throughout New Zealand. Uro mainly worked in Whanganui until 2009 when the RNZAF MWD Unit purchased him. He spent six years in active service with the RNZAF conducting security tasks and assisting NZDF operations, exercises and personnel. One of the major highlights of Uro’s career was being deployed to Christchurch to help support the NZDF effort in response to the 2011 Christchurch earthquake. After completing nine years with police and the military, Uro well and truly earned his retirement in 2015 at the age of nine.

He spends his retirement running down the beach and playing in the waves, sleeping on the bed when dad’s not home, getting cuddles and scratches on demand from anyone who comes to visit and also loves spending time telling all of the young pups around Whenuapai about what it was like back in his day. Uro still gets visits from handlers past and present and although he has almost been retired for three years, he still enjoys every second of the freedom and privileges that come with being a Retired Military and Police Veteran.
The World Skills regional competitions are approaching and we need you!

Categories include cookery, aircraft maintenance, automotive technology and carpentry

This is a great opportunity to test your skills against your peers. NZDF has a proud history in this competition and we know lots of you have the talent to give the competition a go.

If you’re interested, and you’ll be 22 or younger at 31 December 2019, email WO1 Todd Groombridge or Rick Anderson for details.

YARGO

Yargo was bred and raised by the NZ Police Breeding cell at Trentham Police Dog kennels in November 2005. He was successfully trained to become an operational Police dog in the Christchurch and Palmerston North districts. In October 2009 he was offered to the RNZAF MWD Unit where Sergeant (SGT) Pete Barrass initially handled him during his introduction into service. During that time, Yargo deployed on various exercises in 2010, including Ex Willow (NZ) and Ex Pitch Black (Darwin Australia). Ex Willow saw Yargo capture two drunken intruders on the flight line. In October 2010 Yargo was teamed with a new handler Leading Aircraftman Ari Burt and they remained teamed until November 2012 when Yargo had to be medically discharged due to arthritis.

SGT Barrass volunteered to retire Yargo into his family home in the Manawatu where he lived happily with their incumbent terriers Lady and Honey. Unfortunately, Yargo succumbed to his arthritic injury in February this year, after six happy years with SGT Barrass and his family and had to be put down. A true servant of New Zealand, Yargo will be sorely missed by all who knew him.

CEASAR

Ceasar was born on October 10, 2006. At 8-months-old he was recruited by the RNZAF and a year later completed the NZ Police Dog Training course in Trentham, returning to Base Auckland as an operational dog. During his service from 2007 – 2014, Ceasar was deployed all over New Zealand on operations and exercises, including security support for the 2011 Christchurch earthquake. The team deployed to Australia for exercises in 2010 and 2012 and was also as part of the Anzac Exchange programme, serving three months integrating with various RAAF MWD Sections.

In April 2014, Ceasar was retired to his handler. Today he still lives at home with his first and only handler and continues to enjoy a healthy and active lifestyle. His favourite pass times include exercise at the beach or chasing the neighbour’s cat. Incredibly loyal to his handler, Ceasar is the definition of man’s best friend and will forever stand as an example to the new generations of dogs and handlers that now carry the mantle of the RNZAF MWD Unit.
Anzac Day Over the Decades

By Air Force Museum of New Zealand staff

Since Anzac Day was marked for the first time in 1916, Kiwis and Australians around the world have gathered to reflect on our national day of remembrance.

For military personnel the day holds special significance, because it is an opportunity to remember and honour the service and sacrifice of those who have gone before us. The Museum archives unit documents how the RNZAF has always been present on Anzac Day, at wreath-layings, parades and gatherings from small-town New Zealand to our larger cities and abroad. These images show that then, just as now, airmen have formed an integral part of our nation’s Anzac Day commemorations.

1. RNZAF Chief of Air Staff Air Vice-Marshal Leonard Isitt (left) laying a wreath at the Wellington Cenotaph about 1944.

2. Three Blackburn Baffins, three Avro 626s and six Vickers Vildebeests from RNZAF Wigram perform a flypast over Christchurch on Anzac Day in 1939.

3. Women’s Auxiliary Air Force (WAFF) drummers leading an Anzac parade through the Bridge of Remembrance, Cashel Street, Christchurch, in 1942.

4. An RNZAF airman stands guard as part of the cenotaph party, while service representatives prepare to lay wreaths during the 50th Anniversary of Anzac Day parade at the Auckland War Memorial in 1965.

5. The first Anzac Day parade at Prince Albert, Canada, in 1941. This parade was especially organised at the request of the first group of RNZAF observers to undergo training in Canada during World War II.


7. New Zealand airmen attending a memorial service at the Anzac Memorial in Villers-Bretonneux, France, about 1945.

8. A group of RNZAF personnel at an Anzac Day service in Bougainville in 1945.


*All photos credit to the Air Force Museum of New Zealand
More than 20 military women from all services were assessed by 1 NZSAS Regiment to join the first Female Engagement Team being built by the New Zealand Defence Force.

Candidates underwent a series of tough physical and mental assessments over three days to determine if they met the rigid criteria. “They were of an exceptionally high standard and all should be proud of their achievements across the assessment,” the Regiment’s Commanding Officer said. Eleven candidates finished selection with five selected to undergo the four-month training.

Female Engagement Team-type capabilities have been used by the NZDF’s partner nations in theatres such as Afghanistan, Iraq and various African nations, and the establishment of the team is intended to develop NZDF capability in this area.

“These women will undertake specialised training in order to provide another toolset for commanders to support the local population in the challenging environments we find ourselves deployed in,” the 1 NZSAS Regiment spokesperson said.

“They will be developed as Special Forces Enablers who will support NZDF deployed activities, engaging with local women and children, providing advice to commanders on gender issues, and supporting interactions where gender may be a shaping factor.”

The training will deepen and specialise their cultural and linguistic knowledge, and they will be taught to shoot, move and communicate to a sufficient standard to support working in tough environments.

“These women will become experts in this field and while this capability is being developed at 1 NZSAS Regiment it is an NZDF capability and will be exported to NZDF in the medium term.”

The women are expected to reach high physical standards because of the challenging environments they will work in. However, they are not Special Forces Operators.

“1 NZSAS Regiment and NZDF as a whole recognise the unique contribution women make in operational settings, in addition to their core soldiering skills and corps/trade specialisations.

“Selection is required because the women do not have the specific trade skills yet in this area. They were selected based on their psychological, physical and mental qualities to achieve the tasks and standards set for them. Women continue to be welcome to apply for SAS selection and Commando assessment in order to become operators at the Regiment.”

From the candidates:

“It was awesome to be in such a big group of strong, inspirational women.”

“It was really hard, but I was really proud of myself for doing it.”

“It was a really positive experience to test myself to the extent of my capabilities.”
Work starts on new youth development facility

By Suzi Phillips, Senior Communications Advisor (North)

Site work began on an extensive new youth development facility at RNZAF Base Auckland recently – the first permanent and purpose-built home for the Defence Force’s Youth Development Unit (YDU) in the north.

The building, which is expected to be ready in February next year, will include a 132-bed accommodation block, meeting rooms, and three lecture rooms that convert into a 160-person theatrette. A parade ground is also included in the plans.

“This building at the Air Base in Whenuapai meets the need for a youth development facility to deliver our Youth Development Unit (YDU) and Cadet Force training outputs in the northern region,” YDU Commanding Officer Wing Commander (WGCDR) Tua Atkinson said.

“YDU (North) has worked out of temporary facilities at Hobsonville and Motu Moana Scout Camp since 2010. Since moving out of Hobsonville a permanent home has been a key priority for us.

“The former Minister of Defence Mark Mitchell was a strong advocate for the YDU programmes and last year announced the decision to build a facility at Whenuapai,” WGCDR Atkinson said.

This has been supported by the present Minister of Defence Ron Mark, who turned the first sod for the new facility at the Base in February.

The biggest immediate effect will be on the staff, who have never had a permanent facility.

“To move into a purpose-built youth development facility located on an operational base will be fantastic for morale and their sense of belonging,” WGCDR Atkinson said. “I think the trainees will also appreciate the investment the Government is willing to put into them and other at-risk youth.

“There will be significant training benefits for the trainees, embedded on a busy Base, eating in the mess, having military activity happening all around them and being exposed to positive military influences.”

The new facility will also allow YDU (North) to double its Limited Service Volunteer (LSV) training output (from 240 to 480 trainees), and provide a facility for training the 260 Service Academy school students, as well as a facility capable of holding the large Cadet Force promotion courses.

It will be in use most of the year, servicing the YDU and Cadet Forces training year, which starts in January and finishes in December.

POUR KARU AND TARINGA
(eyes and ears)

Intelligence

Intelligence is the picture formed by analysis of data. The delivery of timely, accurate and high-fidelity intelligence is critical for a commander to understand a situation in order to make the best decisions.

Air Power in Action
Trainee medics from the Royal New Zealand Navy, New Zealand Army and Royal New Zealand Air Force spend two and a half years studying to become fully qualified, credentialed and competent.

Senior Instructor at DHS (NZ) Staff Sergeant (SSGT) Fraser Durie said the most valuable part of the new training was the on-the-job experience.

“It is getting out and about, seeing who they might work with in the future, making contacts, getting to know what the job is all about, and putting into practice what they have learned.

“We can teach them things in the classroom but nothing beats interacting with real patients.”

The new model of training, developed by New Zealand Defence College Learning Solutions, is taught in two parts – the Military Medical Technician (MMT) course and the medic course.

At the end of each module students spend 12 weeks getting on-the-job experience, where they confirm the knowledge and skills taught during the MMT and Medic courses.

“The big difference between this model and the previous model is the time spent practising or learning in the units. At the end of the training a graduated medic would have already had almost 12 months’ experience in the workplace,” SSGT Durie said.

In the past medics studied at DHS (NZ) for two and a half years and then posted to units, where it was their responsibility to become competent in the work environment. The current model means medics are already qualified and competent when they leave DHS (NZ).

In an effort to test their skills the MMT class has been on exercise, where the students have been able to put their classroom knowledge into practice with life-like scenarios in a ward and operational environment.

These exercises are a time for students to demonstrate their skills in an applied environment before they go on their job experience.

The scenarios included explosions, gunshot wounds, helicopter rappelling accidents, vehicle accidents and traumatic workshop incidents, SSGT Durie said.

“This time outside the classroom consolidates the students’ learning in an austere environment. Additionally they are able to be placed under duress during this phase, including physical hardship and pressure using a search and rescue scenario, which covers 30km by foot in darkness, to see how they cope both individually and as a collective group.”

The first medic course is due to start in June and will focus on more advanced clinical skills. This course also provides training associated with coaching and mentoring development, given the more experienced role they will be expected to perform.
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.
RNZAF Continue Winning Run

By Flight Lieutenant Glen Blay, No. 3 Squadron, Ohakea

“In sports you simply aren’t considered a real champion until you have defended your title successfully. Winning it once can be a fluke; winning twice proves you are the best.” – Althea Gibson, highly successful American tennis player and professional golfer.

How about winning seventeen times consecutively?

In many sports ‘dynasty’ is a word thrown out to describe many teams’ achievements; the 1990s Chicago Bulls, The New England Patriots dominance in the NFL over the last 18 years, West Indies cricket in the 1980s, Australian cricket in the 1990s and 2000s, and the All Blacks for the last 120 years.

Dynasty, a word applicable to the dominance the Royal New Zealand Air Force cricket has had for the last 19 years in the inter-service competition.

After a long, tough, extremely hot/humid training session on Monday afternoon the lads felt ready to win another services competition. At the meet and greet there was a lot of banter between the teams but everyone could tell there was tension in the air. The fourth team invited for the week was Royal Electrical and Mechanical Engineers (REME) who were doing a tour of NZ. They were a bunch of rowdy guys who looked to be a decent team.

The first game day of the week saw the Air Force playing REME on an artificial pitch due to the poor weather over the weekend. Batting first, REME came out confident and looking to put the pressure on Air Force early.

Results:

<table>
<thead>
<tr>
<th>Game One</th>
<th>REME 182–10 RNZAF 187–3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Game Two</td>
<td>RNZN 111–10 NZA 402–9</td>
</tr>
<tr>
<td>Game Three</td>
<td>RNZAF 135–2 RNZN 134–10</td>
</tr>
<tr>
<td>Game Four</td>
<td>REME 298–10 NZA 203–10</td>
</tr>
<tr>
<td>Game Five</td>
<td>REME 242–5 RNZN 241–10</td>
</tr>
<tr>
<td>Final</td>
<td>NZA 301–10 RNZAF 313–9</td>
</tr>
</tbody>
</table>
Opening batsmen T. Jones put on 46 runs and middle order bat J. Boynton put on 36. Unfortunately for REME, Air Force was able to pick up regular wickets with M. Parfitt 2-28 and M. Price 3-24 the stand out bowlers.

Chasing 182, C. Turkington and A. West put on a good opening stand before A. West was dismissed followed quickly by S. Venville, bringing S. Mathewson to the crease. C. Turkington with 82 and S. Mathewson 62* saw us through close to the target with J. Paris finishing it off. The game was played with great respect between the teams and a lot of fun on the side-lines.

The other game was between Royal New Zealand Navy and New Zealand Army. Army put up a challenging total of 402-9. Navy put up a valent effort but could only manage 111 all out.

The second game day saw the Air Force playing Navy. Batting first the Navy put up a score of 134. L. Goodwin with 54 dragged the Navy to the total but with wickets falling regularly around him, ended up holing out to deep square leg.

Pick of the bowlers for Air Force was B. Roborgh 4-30 and C. Turkington 2-20. The Air Force chased down the total with plenty of overs to spare ending with 135-2 with A. West 45, R. O’Flaherty 43* and C. Turkington 30. This was a clinical performance by us and made the final game of the week against the Army.

Army and REME battled it out during the other game with REME winning 298 to the Army’s 203.

On the final day Army was supremely confident and felt that they would be able to end our run as champions. The Air Force batted first and were quickly down several wickets and looked to be in trouble.

Then, an outstanding innings from S. Venville 166* with contribution from M. Parfitt 59 and B. Roborgh 38* helped to get a total of 313-9.

Army bowled a number of extras that also contributed to the large total. S. Venville fell just short of securing the highest score for the Air Force. At the innings break Army still had some confidence - especially after their performance against the Navy. Army attacked the whole innings and had many contributions with R. Woodhead 52 and M. Gurrey 45 but with no batsmen able to kick on.

The match came down to the last two overs with the Army requiring 17 runs with one wicket in hand. S. MacGibben on 28 was desperate to get strike for the final over and took on a risky 2 runs but was run out by B. Roborgh from the boundary. Army were all out for 301.

The exuberance felt by the team was immense as they came running from all directions and from the side-lines to celebrate. The match was considered one of, if not, the best services match in the last decade.

Congrats to all the participants this year and here’s looking forward to another competitive services in 2019.

---

**MAU RĀKAU WĀNANGA 2018**

**Te Mauri ō Tū**

**Te Kawa ō Tangaroa**

The aim of the wānanga is to instil and teach the Taiaha art style of Te Kore enabling the mana of Ngāti Tūmatauenga, Te Taaua Moana, Te Taaua a Rangi and Te Ope Kaatua to be maintained during ceremonial occasions. Facilitated by Mr Rehua Kereama and Mr Heemi Te Peeti, both are leading tutors in the field of Māori Weaponry within New Zealand.

---

**COURSE INFORMATION:**

**DATES**

- Taurira (L1) 02 Jul – 06 Jul 2018
- Pou (L2) 30 Jul – 03 Aug 2018
- Kaiwero (L3) 03 Sep – 07 Sep 2018

**WHERE:**

Rongomaraeoroa o ngā Hau e Whā Marae, WMC

**MORE INFO CONTACT:**

- Marae Staff Officer: WO2 Aaron Morrison ph: 0279127593
- Marae Educator: Mr Steve Bethell ph: 0276886419
- Maori Cultural site: http://communities/mcg/default.aspx
Air Power Development Centre Quiz

Q1: In a broad sense, what is air campaign planning?
Q2: What air power role does the RNZAF B757 undertake?
Q3: What is asymmetric warfare?
Q4: Economy of effort is a principle of war. What does it mean?
Q5: What does base dependence mean?
Q6: What is AFIC?
Q7: When was the last offensive strike mission undertaken by the RNZAF?
Q8: The RAAF Air Task Group’s strike element recently returned home from the Middle East. How long was it deployed?
Q9: Operation Pluto was enacted in New Zealand to do what?
Q10: Where is Laucala Bay?

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

ANSWERS

A1: Air campaign planning links national strategy, military strategy and air power roles within the joint campaign plan.
A2: Inter-theatre airlift, sometimes called strategic airlift.
A3: Methods that circumvent an opponent’s strengths, and exploit their weaknesses to obtain a military advantage.
A4: Economy of effort ensures a balanced employment of forces, and careful allocation of resources, to achieve concentration at the decisive time and place. It allows for attrition in wartime, without wasting resources on tasks not critical to achieving the aim.
A5: It is a characteristic of air power that describes aircraft dependence on runways, ground support, and repair facilities - components of an airbase.
A6: The Air Force Interoperability Council works to standardise technical and operational aspects of military aviation to ensure coalition forces are interoperable with each other.
A7: 17 August 1959, by No. 75 Sqn flying Canberras against Communist Terrorists in Malaya. 1000lb bombs were dropped on the hill side of Bukit Tapah in Perak.
A8: Three and a half years.
A9: Operation Pluto was enacted to provide an air bridge between Wellington and Blenheim when ferry services were constrained.
A10: Suva, Fiji. RNZAF Laucala Bay station was built for Maritime Patrol Operations during World War II.

Photo Of The Month

It is special to see the eager faces of partners and children as they wait in air moves for the deployed airman to arrive. It is another thing to see the faces as they greet their long missed loved ones after months apart. In this photo Flight Lieutenant Byron Wagstaff greets his daughter Emerson and wife Michelle after three month’s deployment in the Middle East.

Photographer LAC Dillon Anderson
CORRECTION

In an Air Force News article titled “Dog Unit Celebrates 50 Years at Whenuapai”, February 2018, Gaylene Van Wijk was described as the first woman dog handler. She was not the first woman handler, but the first to sign up with her own dog. Air Force News apologises for the error.

75 SQUADRON ASSOCIATION OF NEW ZEALAND. BIENNIAL REUNION

1-4 JUNE 2018, AUCKLAND Celebrating the history of the four RFC/RAF/RNZAF 75 Squadrons since 1916.

For information and registration contact the Secretary, Glen Turner.
Mob: 021732835
Email: reunions@75squadron-raf-rnzaf.com
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/