RNZAF AT WARBIRDS OVER WANAKA

T-6C TEXANS REACH 10,000 HOUR MILESTONE

ANZAC DAY COMMEMORATIONS
Our mission
The RNZAF will provide New Zealand with relevant, responsive and effective Air Power to meet its security interests.

Air Force News is the official magazine of the Royal New Zealand Air Force (RNZAF) – established to inform, educate and entertain its personnel and friends.

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

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Design and Layout
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Printed by
Bluestar
Private Bag 39996, Wellington

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

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

Contribution deadline for the June issue
14 May, 2018

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ISSN 1175-2327

COVER: WARBIRDS OVER WANAKA
PHOTOGRAPIHER: LAC Chad Sharman
As we gear up for Anzac Day, we take the time to remember those who fought and those we lost in past conflicts, and also those currently serving and deployed overseas. In keeping with the preparations for Anzac Day, RNZAF Base Woodbourne folk had the honour of recently hosting 101-year-old Bob Mulligan, a WWII veteran. Bob revisited RNZAF Base Woodbourne after having been stationed here in 1944 as the Base Medical Officer.

While it is important to acknowledge and honour our past, we need to continue to look to the future of our Air Force to ensure we are best prepared for the challenges that lie ahead. The folk of RNZAF Base Woodbourne have been busy, not only training but enabling and supporting current operations and exercises. Of note, members of Logistics Training Squadron have just returned from the Warbirds over Wanaka airshow where they promoted Air Force trades. We have also just recently hosted and supported Exercise Nocturnal Reach and we will host Exercise Blackbird and Exercise Bluebird later this year.

We have been busy looking internally at our culture. The Air Force starts here at Woodbourne so the culture we create and empower is one that will eventually resonate throughout our organisation – it will become the norm. One of our new initiatives is our programme of work designed to help us socialise in a safer environment - the RNZAF Base Woodbourne Alcohol Harm Reduction Strategy. It is a multi-pronged, all-of-Base approach. The prevention part of the strategy, by way of education, will start soon with the assistance of New Zealand Police, the Nelson/Marlborough District Health Board and The Drug Detection Agency.

A refresh/upgrade of the Base tennis courts is also about to commence to allow for multi-purpose use, and there will be a new build of a calisthenics gym by the new low-ropes course in Bennett Street, to encourage the development of our physical well-being.

Another new initiative is the trial of a Mindfulness Mental Skills Training programme – spread over eight weeks, facilitated by Flight Lieutenant (FLTLT) Carsten Grimm. This programme follows best practice training being modelled in the US Military, in particular the Mindfulness Based Attention Training programme and is being rolled out across the 18/01 Recruit Course and 18/01 Initial Officer Training Course. This coupled with “Why? A sense of purpose” facilitated sessions (conducted by FLTLT Russell Bone and modelled off Simon Sinek’s work) are two initiatives designed to increase the resilience of our Airmen.

These initiatives are explicitly linked to Strategy25 and enabling our future force to realise their full potential. Our folk need to be match fit (right people with the right skills and experience to excel in modern military operations) as they will be in significant leadership roles in our integrated Defence Force by 2025. The changes underway at RNZAF Base Woodbourne are designed to align our culture to CAFs Command Directive and Strategy25, to ensure that our folk operate in a connected, coordinated manner with an air warfighting ethos. Our airmen will be agile, adaptive and ready to respond rapidly in this changing world.

1. WGCDR Pothan
2. Bob Mulligan cutting his ‘Welcome Back to Woodbourne’ cake, with son Nick and granddaughter Bridget
3. FLTLT Carsten Grimm with his wife Meredith and step-daughter Milan, and his NZ Armed Forces Award
No. 40 Squadron sent a C-130 Hercules with a detachment of 47 aircrew and support personnel to the United States to conduct a joint exercise involving crews from America and Australia. Exercise Green Flag is a large scale pre-deployment exercise supporting more than 3500 army troops. Our part in the exercise involved supporting these troops on the ground via air lift and air land with six C-130s. It was run by the Joint Readiness Training Centre based out of Little Rock Air Force Base, Arkansas.

Our detachment involved various personnel to support the aircraft on the exercise including from maintenance, logistics, air movements and Army 5 Movements. Also joining us were SERE (Survival, Evasion, Resistance and Escape) specialists, mission planners, intelligence officers, operations officers and two flying crews.

The exercise is based on a fictitious scenario resembling a country with a challenging environment, similar to where we could expect to operate in the Middle East with hostile threats and flying into austere landing strips and drop zones. The other part of the exercise is practicing interoperability in a joint environment working closely with other nations.

Other aircraft taking part in the exercise included a Royal Australian Air Force (RAAF) C-130J and four United States Air Force (USAF) C-130J aircraft.

The flying phase of the exercise is based around 24-hour operations with mission planners working 12-hour shifts to plan the best way to execute the mission. A typical mission would involve flying for an hour south of Little Rock either uplifting personnel or supplies at Alexandria airport, in the neighbouring state of Louisiana, either airdropping personnel or supplies in the Area of Operations (AO) to drop zones or austere landing strips (4000ft dirt landing strips).

The real world element of supporting Army personnel provided valuable training. If the aircraft are unable to conduct its airdrop and re-supply the army with food, water or ammunition then this has knock on consequences.
Crews were flying day and night. During the exercise the threat level increased and crews were facing simulated threats of Anti-Aircraft Artillery (AAA), manpads (man-portable air-defence systems) radar guided missile systems and the threat of large antennas. While flying at 250ft by day the crews were avoiding and reacting to AAA and manpads, in the form of smoky SAMs (a polystyrene rocket with a smoke trail) and avoiding the large antennas - some 1500ft high!

The exercise also provided valuable training on the ground during the loading of aircraft. The air movements and 5 Movements personnel were the first to be deployed to Alexandria where they operated alongside USAF and Army personnel. A SERE specialist also operated in the AO alongside their USAF counterparts and part of the exercise involved uplifting crews after a mission and taking them ‘running round the bush’ simulating that they had just crashed in a hostile environment.

This involved an escape and evasion segment, talking to airborne aircraft to airdrop survival packs to a specific location and culminating in a rendezvous at a landing zone to be rescued by a Blackhawk helicopter. One of the RNZAF crews were lucky enough to conduct this training and the USAF were very impressed with how excited the crews were to be taking part.

During the missions the flying crews are assessed by on-board coach/trainers (OC/T) on take-off and landing times, drop zone (DZ) times, drop scores (how close the containers land to the centre of the DZ) and turn-around time on the ground (aircraft loading and engine running offload/on-load), also how well the crew work together. At the culmination of the exercise crews are awarded for the best drop score and the overall best crew, known as Top Cat. This year the RAAF crew won the award for the best drop and the RNZAF took out the Top Cat award.

Co-pilot Flying Officer Max Longdill said:

“This exercise was some of the most challenging and rewarding flying I have done so far.”

Overall Exercise Green Flag was a successful exercise for the RNZAF and all the personnel involved were able to gain valuable experience operating with other nations in a simulated hostile and austere environment prior to deployment.

Detachment Commander Squadron Leader Melissa Axelrad said exercises like Green Flag were an essential part of the team’s build-up.

“The scale of the activity provides us with full-on training that ensures we are ready and confident to deploy when needed.”

No. 40 Squadron Commanding Officer Wing Commander (WGCdR) Richard Deihl said the exercise was a great opportunity to benchmark or validate RNZAF crews, and thus the entire training pipeline, against partner nations.

“It provides a level of training and complexity that is difficult to replicate in New Zealand.”
Base Auckland personnel hit the streets last month checking on residents after a major storm crashed into the city – knocking out power and water to thousands. Trees fell on power lines and there was surface flooding during the violent squall.

More than 100 RNZAF personnel teamed up with Police, Auckland Emergency Management, Auckland Council, Land Search and Rescue, and the Red Cross over three days. The teams checked on residents in South Head, Kaipara, Parakai, Helensville, Whenuapai and Herald Island and provided assistance if required.

Defence Force vehicles were also mobilised to support civil defence authorities.

Auckland Council’s Emergency Management director John Dragicevich said door-knocking to check on residents and to connect them with the services and assistance had been a vital part of the response to the storm.

“Over the period immediately following the storm, Auckland Emergency Management, Land Search and Rescue and NZ Police coordinated visits to more than 7000 households in the wider Auckland area to check on residents and make sure they have access to food, water and toilets.

“Our team on the ground was joined each day by enthusiastic New Zealand Defence Force staff. We are grateful to have this type of support from caring partners like the New Zealand Defence Force who work with us at very short notice to make sure Aucklanders have what they need.”

Aircraftman (AC) Taylor Oakes was part of the welfare team and was deployed to check on residents in the rural Waitakere area.

“A lot of residents weren’t home, they may have been staying with others until the power came back,” she said.

“Most of the places we visited had no power at all.” One household had run out of water and AC Oakes and her team were able to provide bottled water for them.

“They were quite thankful for people coming around to check on them and letting them know what was happening.”

“It’s not something we do very often, but it’s good to be able to go into the community and show that we are there to help and that we work alongside the NZ Police and Civil Defence.”
Late at night, in low cloud and severe turbulence, No. 3 Squadron crew on board an NH90 winched a search and rescue team into bush on the Northern Tararua Range close to two distressed trampers, who had set off locator beacons after suffering extreme cold.

The searchers had been heading towards the men, but were still some hours away from reaching them. The lift from the NH90 saved the team at least four hours walking, plus a difficult river crossing, Horowhenua LandSAR search manager Noel Bigwood said.

After dropping the first group off, the NH90 returned to the area with two more teams before returning to Base Ohakea, in the early hours of the morning.

The crew’s efforts in extraordinary circumstances probably saved the lives of the two men, Mr Bigwood said.

“All the team members involved have expressed their appreciation of the skill and professionalism of the crew involved.

“While I miss the old Iroquois I really appreciate the increased capability of the NH90. I believe it saved two lives this time.”

The following day the NH90 attempted to return to the rescuers and trampers, but extreme weather would not allow them close to the site. The men and their rescuers were flown out by rescue helicopter the following day when the wind had calmed.

NH90 pilot Flight Lieutenant (FLTLT) Andrew Stewart said the initial flight into the area was “the most challenging flying I’ve ever done”.

He was returning to Base Ohakea after completing search and rescue training in the Ruahine ranges when the call came through for the real life situation.

“The Ohakea Tactical Operating Centre alerted the duty refuel team, which allowed us to conduct a rotors running refuel before heading on our way with the addition of the search and rescue medic Acting Corporal Leigh Douglas.

“Knowing that two beacons had been activated made us aware that the situation could be urgent.”

Night flying requires night vision googles, which amplifies any light source. But with this particular job in the hills with low cloud, no starlight or artificial light, the conditions were made more challenging by the lack of light to amplify. This meant it was very difficult to see where one hill finished and the next one started,” FLTLT Stewart said.

“We just had to take everything slow and be cautious.”

Air Component Commander, Air Commodore Andrew Clark said he was pleased the crew was able to help bring a successful outcome to the search and rescue operation.

“Our crews are skilled in flying in difficult conditions and in night-vision flying. Incidents like this demonstrate the value of our training and our ability to work effectively with personnel from other agencies.”

FLTLT Andrew Stewart during the rescue operation
Introducing into service a capability platform that is to be the training ground for new pilots and pilot instructors should be as seamless as possible.

After clocking up 10,000 flying hours across the fleet the T-6C Texan II is proving its worth.

The 11 aircraft were accepted into service in 2015 after retiring the CT-4 Air Trainer. To date nine students and 21 instructors have graduated out of the Texan and the flow is expected to continue.

Wing Commander Brett Clayton, Commanding Officer of Flying Training Wing and former Officer Commanding of Central Flying school, said the recent milestone highlighted the aircraft’s versatility.

“This is a notable milestone and with these flying hours it’s definitely lost its new car smell,” he says laughing.

Jokes aside, he said the platform was showing it was a good capability investment.

“It’s a versatile aircraft that is proving its worth across all facets including new pilot training and first student solo flights, pilot instructor training and for formation aerobatics for displays.”

“Aircraft like to be used and we are certainly using these aircraft as much as we can,” he said.

“They stretch staff, instructors and new pilots to be the best they can be and having a military aircraft for training certainly helps moral. They are everything we envisaged as a training platform in the pure aircraft.

“They are a great piece of kit for new pilots coming in.”
T-6C Texan Specs

- Manufacturer: Beechcraft
- Length: 10.6m
- Wingspan: 10.19m
- Propellers: four-bladed Hartzell Propeller
- Gross weight: 2,858kg
- Cruise speed: 515km/h
- Max speed: 586km/h
- Max range: 1,667km

DID YOU KNOW...

- Following the completion of the Wings course, pilots will move to either multi-engine conversion training on either fixed wing or rotary aircraft.
- The T-6C Texans are purpose-built for military training.
- The aircraft are expected to remain in service with the RNZAF for the next 30 years.
- The aircraft entered into service in 1994 and is operated by nearly a dozen countries.
- Logging more than 3.2 million flight hours across 970 aircraft in operations worldwide, the Beechcraft T-6 Texan II is the world’s premier military flight trainer.
As the sun rose on the morning of April 25, thousands around the country and the world turned out to remember those killed during wars and to remember those serving in today’s military.

Services were held the length and breadth of New Zealand in the smallest of towns to our main cities. The mood, as always, was reflective, sombre and grateful to the men and women who had served and sacrificed.

New Zealand Defence Force personnel also attended commemorations in France and Gallipoli – where thousands of young New Zealand men fought and many lost their lives.

The Air Force contributed to the national day with flypasts, personnel carrying out ceremonial events and the Air Force band playing at the Wellington services.

An SH-2G(I) Seasprite helicopter flew over Auckland’s Sanders Reserve for its dawn service and another later in the morning. It also passed over Hamilton at the event at Memorial Park.
In the Manawatu, two A109 helicopters flew over Palmerston North's service and a Spitfire and two T-6C Texans flew over Sanson and Rongotea.

The national service, at Wellington's Pukeahu National War Memorial Park were treated to a formation of three T-6C Texans.

Chief of Defence Force Lieutenant General (LTGEN) Tim Keating told the Wellington dawn service that World War I, in 1918, was an especially hard year for New Zealand, in which we suffered nearly 19,000 battle casualties, including 5222 dead – “more than in any other year in our history”.

“Over more than a century New Zealanders have shown that when necessary, we will put aside our peacetime lives to defend those values our nation holds most dear.

“We do not seek to glorify war, but we can acknowledge the courage, commitment, and sacrifice of those who have served their country well with honour and pride.”

In 2018, the New Zealand Defence Force has men and women deployed across the globe who uphold those same values – they serve New Zealand with loyalty and honour, LTGEN Keating said.

“For many New Zealand families, Anzac Day will bring to the surface the pain of loss as loved ones are remembered, and that grief will be especially raw for those coping with bereavements from recent conflicts like Afghanistan.

“So I ask you to also take a moment to think about the families here in New Zealand, especially those families of the men and women currently serving their country in foreign lands.”

“So today our ANZACs, and all who have served – and continue to serve - are held close in our hearts and minds. We will remember them.”

LCPL Nathan Thompson leads the NZDF Māori Cultural Group and VIPs into the service at the French Memorial Service in Longueval.
Six days, 18 schools, 13,000 students.
A dedicated tour of a group of schools by No. 6 Squadron and a SH-2G(I) Seasprite last month, returning from the Warbirds over Wanaka airshow, thrilled children and teachers across New Zealand.

No. 6 Squadron Commanding Officer Commander Owen Rodger, with Flight Lieutenant Taylor Berriman, Lieutenant Sarah McWilliam and Petty Officer Loadmaster (POHLM) Zach Taylor travelled as far south as Invercargill to talk about their roles.

POHLM Taylor said since the aircraft had to travel so far to get to Warbirds over Wanaka, it made sense to keep it deployed for the extra time and put it to good use.

“The intention was to visit schools that the NZDF didn’t often get the opportunity to get to, particularly the Navy and Air Force, as much other schools did,” he said.

“We chatted to the children about the aircraft, the role that it performs and how we are designed to operate off the back of Navy ships.”

It was an opportunity to describe the three trades – pilot, observer and helicopter loadmaster, and what their jobs involved.

“People asked questions about the experiences we’ve had, like ‘what does a day in your life look for you’ and ‘what has been the most exciting thing you have done’. They wanted to know what they could do to join as a pilot, observer or helicopter loadmaster.

“The children were interested in all the unusual parts of the aircraft such as the radar and Forward Looking Infra Red (FLIR) camera. The high school kids were interested in the engines, and how we carried missiles and torpedoes.”

A standout moment for the crew was at Waitakere College, Auckland, who got the crew to judge their inter-house haka competition. “They performed a whole school haka for us, as well as a leaving teacher, which was the ultimate welcome to their school.”

As well as visiting the schools, the Seasprite was also tasked on two fisheries patrol missions along the east coast of the South Island, working with the Ministry for Primary Industries.
Our NH90 helicopters now have the capacity to fly far greater distances with the use of external fuel tanks.

The tanks were recently attached to the helicopters for the first time since the aircraft’s introduction into service.

NH90 pilot Flight Lieutenant (FLTLT) George McInnes said the extra fuel meant the range of the NH90 was extended “significantly”.

“It means we can take an extra tonne of gas, which will get us an extra couple of hundred kilometres.”

The tanks were attached during a routine training exercise so the crew could check how they would affect the flight characteristics – “make sure there were no surprises”, he said.

“The centre of gravity was different, it was heavier and the aircraft was a bit slower because of the drag caused by the external tanks.”

The extra fuel will be an important factor during Humanitarian Aid and Disaster Relief, and Search and Rescue missions, FLTLT McInnes said.

“That’s what the end game will be for the use of them.”

The next training would involve flying with just one tank in order for the helicopter to be able to winch from the other side.

“Again, it was the centre of gravity that would be the challenge for the pilot, with a half a tonne of extra weight on just one side,” he said.  

Flying Further with Extra Fuel

By Rebecca Quilliam
No. 40 Squadron’s Diamond Anniversary

Next month marks Base Auckland’s No. 40 Squadron’s 75th anniversary. The squadron has a rich history dating back to World War II. It was the first transport squadron to be formed in the RNZAF and started its journey with the introduction of the Douglas Dakota. Today, the squadron operates five C-130 Hercules and two Boeing B757-200s.

The Hercules have seen their fair share of action, from wars in Vietnam in 1965, through to the Middle East today. They fly to places as diverse as Afghanistan and Antarctica. They have carried people, cargo, vehicles and even the odd exotic animal. They transport aid to disaster zones and evacuate people to safety. The Boeing 757s spend 94 per cent of their flying hours around the world in support of NZDF operations, exercises and VIPs.

The aircraft can be tasked to carry personnel or freight in support of training or operational missions worldwide and can fly VIPs including members of parliament, foreign dignitaries or, very occasionally, the Royal family.

The Squadron provides:

- strategic air transport
- tactical air transport
- support to the government
- support to the NZ Antarctic Programme
- disaster relief and humanitarian operations
- aeromedical evacuation
- civil defence support in NZ and the South Pacific
- VIP air transport

No. 40 Squadron History

Based at Whenuapai, No. 40 Squadron’s lineage goes back to 1943. Flying Lockheed Hudsons, Lodestars and the Dakotas, the squadron provided transport support to New Zealand and allied forces in the South West Pacific. It was disbanded in 1947, when most of the personnel and aircraft were transferred to the National Airways Corporation, but reformed in 1954 with four new Handley Page Hastings CMk3 transports. Three ex-TEAL DC6 aircraft were added to the Squadron in 1961.

Three new C-130 Hercules joined the squadron in 1965, and a further two in 1969. Two B727-22QC jet transports arrived in 1981. Both were retired in 2003 and replaced with two Boeing 757-200 aircraft, previously owned by Transavia Airlines of the Netherlands.

Government and Defence tasks take the aircraft and crews of No. 40 Squadron around the world. Pakistan, India, Australia, Fiji, Western Samoa, Tonga, Vanuatu, Rwanda, the Middle East are some of the places visited on humanitarian tasks. During the Gulf War 1990/91 two Hercules, crews and support personnel were sent to Riyadh in Saudi Arabia where they served with an RAF Transport Squadron. Since 1965 the Squadron has operated annual flights from New Zealand to Antarctica during the Southern Continent’s summer months.

The Squadron has carried out re-supply and support missions for New Zealand Defence Force deployments to Somalia, Bosnia, Bougainville. More recently, the squadron has operated in Middle East as part of Operation Enduring Freedom with regular flights by both aircraft types into the area each year in support of NZDF personnel based in Afghanistan.

The Squadron has carried out re-supply and support missions for New Zealand Defence Force deployments including to Somalia, Bosnia, Bougainville and more recently the Arabian Gulf and East Timor.
The squadron’s newest commanding officer, Wing Commander (WGCDR) Richard Deihl has been at the helm since the start of the year. After cutting his teeth there as a navigator in the C-130 Hercules 20 years ago, he says it’s an honour to command a squadron with such a rich history and exciting future.

The squadron is unique because of the breadth of work they do every day, he said.

“We go from one week being in Antarctica in -40C to next week being in the Middle East at 40C and over. We also fly over to the United States, or the United Kingdom or the Pacific.”

The squadron’s motto is “Ki nga hau e wha”, or “To the four winds”.

“That’s so appropriate because that’s exactly what we do – we’re literally spread to the four winds all the time.”

The crews are also constantly punching above their weight on overseas exercises.

“We strive to do everything to a high standard and how we know that’s true is when we go to events such as Ex Green Flag in the United States, our crew regularly is awarded the Top Cat prize for the most proficient crew. It’s a measure that as a unit, we’re performing well,” WGCDR Deihl said.

The squadron’s aircraft are workhorses and much of the credit for them flying daily should go to the maintainers, who work day and night shifts to keep them going, he said.

The C-130 Hercules has been with the squadron for the longest period – 50 of its 75 years.

“I think that’s really amazing – a number of generations who have been able to fly in these aircraft.”

The future of the squadron holds changes with eventual upgrades to the C-130 Hercules and Boeing fleets.

“There’s might be some subtle changes to personnel and trades if the aircraft are changed from like-to-like, but the nature of the work will continue,” WGCDR Deihl said.

From the Personnel Files

AC Daniel Cunningham, Safety and Surface Mechanic

“It is my privilege to be posted into No. 40 Squadron as a mechanic - it’s a challenging vibrant workplace with plenty of versatility. There has yet to be a dull moment. The hands on element with aircraft has injected me with a sense of purpose as the effect of my toils has never been more evident. The squadron has a lot going for it with lively morale, plenty of overseas trips, opportunities to upskill yourself as well as highly trained and functional teams who labour day and night to keep our aircraft flying; it is an excellent place to work.”

AC Tobias Johnston-Officer, Aircraft Technician

“I spent my time as a mechanic on on-the-job training at No. 40 Squadron and enjoyed every minute of it. The culture I experienced there is very much one of comradeship, hard work and commitment to getting the job done. I worked hard to get all my authorisations and was lucky enough to be rewarded with a trip overseas to Adelaide with the C-130 Hercules as an extra maintenance personnel for a fuel filter change. There were some long hours done and some liaising with the maintenance team and aircrew during time off. Now back at the squadron as a technician, I’m keen to get stuck in and chase another overseas trip.”
**A Royal Occasion**

Squadron Leader (Rtd) Terry Hay recalls working as a loadmaster in 1983 on Boeing NZ7271, with some Very Important guests on board.

“This flight was no ordinary troop run. Our passengers from Melbourne to Auckland included the Prince and Princess of Wales and of course a very small Prince William who had yet to reach his first birthday. The aircraft was configured for a full VIP role. The whole flight was a team effort from the maintenance crew who presented us with an immaculate aircraft, to the flight deck crew who deftly flew us around the worst of the weather, and the cabin crew who served the Royals afternoon tea, a task that seems so simple until you have to do it at 30,000ft for royalty! This flight was the beginning of their month long tour of New Zealand. We had just carried two future Kings of England and the crew photograph with the Royals at the bottom of the stairs was a proud moment for us and an historic moment for No. 40 Squadron.”

**Thinking outside the square**

Gary ‘Porthole’ Porteous, MALM (Rtd), took on the task on baking scones for some VIPs on a Boeing 757 VIP flight. All was going well until…

“Kenny advises me ‘We have a problem bro!’ He informs me that he has kneaded the dough for the scones, but he forgot his rolling pin! How did we solve this? We thought outside the square and opened up the crew chilly bin and extracted two unopened beer cans. Air Commodore Tommy Thompson was observing this and was obviously concerned that Kenny and I were about to start consuming the beer. But what we did was tape the two cans together and form a rolling pin to roll the dough. The AIRCDRE just shook his head with raised eyebrows. The scones were great with butter, jam and instant whipped cream on top.

Loadies rule!”

**There’s no place like home**

In April 1965, after four months training in the USA, Wing Commander (Rtd) Bob Howe arrived back into New Zealand with three RNZAF crews in three brand new C-130 Hercules aircraft.

“I was navigator on NZ7003. While waiting for the timing of our Prime Ministerial reception at Wellington airport we flew the aircraft in trail formation through the Hutt Valley. As we were given clearance to land, and turned for our final approach, a local civilian aircraft transmitted: ‘What about us taxpayers?’ All doubts were removed. We knew we were home.”

1. RNZAF personnel relaxing during a flight in a Douglas C-47 Dakota, c1943
2. Dakota, Hudson and Lodestar, at Whenuapai, 1944
3. Air-to-air view of a Hercules taken soon after the new Hercules arrived, 1965
4. Personnel walking to a Hercules, Vietnam, 1971
5. Op Frescoe, Gulf War 1. SGT Phil Lane, wearing a gas mask and carrying a Steyer rifle, on security duty on the tarmac. Believed to be at Riyadh, Saudi Arabia, 1991
6. Man sweeping snow off the starboard wing of a Hastings at Base Wigram, 1953
A Force for good

Peter Bennett flicked through his log book and remembered Operation Bangladesh.

“In 1972 the Labour Government sent a C-130 Hercules to Bangladesh on two separate deployments to help with relief following the Indian/Pakistani War. A lot of the infrastructure had been destroyed including bridges and runways. Of all the relief aircraft that turned up there the Hercules was the most suited and did the most work. I guess that is why they asked for us to return for the second detachment. I remember hundreds of kids clamouring on the aircraft after it had been unloaded, to eat handfuls of raw flower, sugar, milk powder or rice that had spilt from the load. In hindsight I can’t remember this operation receiving much recognition but I’m sure we all left feeling we had helped in some small way.”

Memorable Moments

Squadron Leader (Rtd) Grant Rhind’s most rewarding moment had been flying repatriation flights into East Timor near the end of his deployment.

“My most memorable was flying into Dili with ex-Timorese independence leader Xanana Gusmão on board following his seven year exile to Indonesia. Flying back with Dili in sight, Ian Davie-Martin who was aircraft captain, turned to Gusmao and said, ‘You must be glad to see your home again’. Gusmao placed his hand on Ian’s shoulder and said ‘You have no idea my friend’. That moment is etched in my brain along with many other great No. 40 Squadron memories.”

40’s Fun Facts

Happy Birthday!

No. 40 Transport Squadron was formed at Whenuapai, on June 1, 1943. This was the first transport squadron to be formed within the RNZAF.

Hasty Hastings

One of the squadron’s four Handley Page Hastings had competed in the October 1953 London-Chirstchurch air race. Result unknown.

Better late than never

No. 40 Sqn celebrated its 25th Anniversary in 1979 and was to receive the Squadron Standard, however, due to industrial problems getting across Cook Strait that kept the Hercules busy, the ceremony was deferred till February 1980.

Handsome Herc

Hercules NZ7001 won a beauty prize at the International Air Tattoo held in Brize Norton in the UK, in June 1979. Local media at the time reported the New Zealand aircraft maintenance standards won the “Concourse D’ Elegance” trophy at the air show. NZ7001, 14-years-old at the time with 11,000 flying hours under its belt, won the award for the best turned out aircraft of her type at the International Air Tattoo.

1973 Super Squadron

That year crews took part in a Berlin airlift by transporting coal from Lubeck to Berlin and returning with children suffering from malnutrition. They also flew over one million pounds of food throughout Bangladesh. Two weeks later another Hercules transported three million pounds of food within three weeks and the Squadron earned the Red Cross Meritorious Service Medallion.
Warbirds Wowed at Wanaka

By Rebecca Quilliam

Aircraft old and new filled the Otago skies for this year’s Warbirds Over Wanaka air show. North American Harvards shared the space with a United States Air Force F-16 and crowds were wowed by formation displays by the Yak 52 Formation Aerobatic team, as well as our Black Falcons in the modern T-6C Texans. Air Force News went along to catch the show.

The Easter weekend air displays started on Friday with a free display for the public over Lake Wanaka. An SH-2G(I) Seasprite made an appearance winching former One News weatherman and aviation enthusiast Jim Hickey down on to the shore.

Black Falcons pilot Flight Lieutenant Dan Pezaro grew up in Wanaka and was thrilled to be back flying in the air show with the aerobatic team.

“Flying around this landscape is fantastic – what a beautiful view. We did a practice yesterday and the weather was magnificent – it was really smooth and clear and really lovely conditions for an air show, and what a backdrop for it,” he said.

He was looking forward to meeting members of the public at the event after the team's display.

“We’re keen to meet as many people as we can. My hope is that we can convince some young people that what we do is pretty cool and that they might like to have a shot at it themselves one day.”

NH90 pilot Flight Lieutenant Loic ‘Frenchy’ Ifrah was manning the NH90 static display at the show.

“It’s great, it’s a beautiful day, a lovely crowd. I’ve had all sorts of questions about the entire aircraft – everyone wants to know what every little bit does. The displays look good and I’m really excited about the show.”
Leading Aircraftman (LAC) Abbie Mortimer-Jones, a Safety and Surface technician, was also happily chatting with the crowds about her trade.

“We’ve got our parachute jumping kit, our flying gear for the pilots, we show what we do on a mechanics’ course, we have our survival equipment and our painting equipment. I hope we’re inspiring people to join the Air Force and try out our trade,” she said.

“Safety and Surface is one of the biggest, most diverse trades in the Air Force. I joined for the painting, but I’ve also learnt how to look after our parachutes, how to sew and do upholstery.

“It’s great to show all this off to a whole range of diverse people – we’re always looking for diversity.”

The military display director Squadron Leader (SQNLDR) Jim Rankin said from an Air Force perspective the air show went very well.

“By far the biggest challenge, for me, was not so much the civilian side of it but the military – we had four different air forces there. We had three of the displaying aircraft working out of Christchurch, the Royal Australian Air Force Hawks displaying out of Queenstown and just trying to make all of that work was a big challenge.”

Another test for SQNLDR Rankin happened with the first display on the first day. A Yak, taxiing along the grass area between the sealed and grass runways, hit a cherry picker and badly damaged the wing. The pilot was unhurt, but it took a little time to clear the damaged aircraft.

“When the crash happened it got fairly busy in the Tower,” SQNLDR Rankin said.

“The civilian display director took over the incident response and I said I would get the programme back on track.”

He made the decisions necessary to get the show running, but it meant some hard calls were made. “We cancelled six displays and that was just because of the time we lost. Unfortunately one of them was our Seasprite, so I won’t be able to go near No. 6 Squadron for a wee while, but it was a necessary call. We also managed to get our remotely-based Boeing 757 and the RAAF Hawk to display slightly early, to fill some of the hole while the airfield was closed. An hour and 20 minutes after the incident we were back on track.”

Fortunately the second day ran smoother, he said.

“The weather was spectacularly good, which always helps, and everything just ran on rails. The military went really, really well – the displays were all of an extremely high standard, and we were never more than two minutes out from the programme, which is very unusual at an airshow.”
For one of the No. 3 Squadron personnel working at Warbirds, the weekend marked a significant occasion. Sergeant (SGT) Claire Burrows, on secondment from the United Kingdom, celebrated the Royal Air Force’s (RAF) 100th anniversary while in Wanaka.

SGT Burrows had been with the squadron for only a couple of weeks before travelling to Wanaka for the show.

“I’m just shadowing the team at the moment and seeing what they do. The plan is for them to train me up to fly in the helicopter’s cabin under supervision.

“I’m happy to be flying with the squadron and take back a bit of knowledge around how they do stuff and pass on a bit from where I’ve come from.”

The RAF centenary coincided with the RNZAF’s 81st anniversary on April 1. That day, SGT Burrows was helping to look after the NH90 static display.

“We’ve been showing people around it and watching the air display in this lovely location. There have been loads of people coming up and asking about the helicopter’s capabilities – what we do with it, where we’re from. There have been quite a few questions about where I’m from and what I do in the RAF.”

No. 3 Squadron helped SGT Burrows celebrate the RAF’s milestone and she wished them well for the day.

“I hope they are all enjoying the celebrations whatever they are doing,” she said.
Maia-ki-te Rangi: Courage Heavenward

The Legend of the Kiwi

Māori folklore speaks of a time when the forest trees, the children of Tane (god of the forest) were being attacked by insects and faced demise. Tane called all the birds together and asked if one of them would surrender their wings and live forever on the ground to feed on the insects, allowing the trees to survive.

Only the brave kiwi volunteered. Tane told kiwi that it would cost him his wings, preventing him from ever returning to the trees. Kiwi agreed. Tane told kiwi that he would also lose his bright-coloured plumage, so that he would blend into the underbrush to hide from predators. He would also be forced to forage at night for his own safety. Again kiwi agreed and so it came to be. Kiwi, now flightless and drab and active only at night, continues his toil to this day. Because of the kiwi’s great sacrifice in surrendering the gift of flight, Tane gave him the greatest mana of all birds. Kiwi would forever be regarded with great esteem.

Maia-ki-te Rangi, or Courage Heavenward

The Air Force was recently given the honour of releasing two kiwi chicks into the wild in a project dubbed “Maia-ki-te Rangi”, or Courage Heavenward. The name Maia-ki-te Rangi acknowledges the ancestor of these young kiwi chicks and his courage in surrendering the gift of flight for the greater good. Courage is one of Air Force’s key values. The message for us is that the courage of the kiwi’s selfless act is the same courage that has helped us find our own wings, so that we may soar into the heavens.

We carry the kiwi within the roundel on our aircraft and on our uniforms, thus enabling it to fly once again. Maia-ki-te Rangi, or Courage Heavenward, also reflects the sentiment of the Air Force motto Per Ardua Ad Astra – through struggle to the stars.

The two kiwi chicks released into the wild by Chief of Air Force Air Vice-Marshal Tony Davies were named Maia (Courage) and Rangi (Heaven), so that they may carry the story of their ancestor between them. We wish them both all the best in their new home, safe and predator free and with the wind of Tāwhiri-mātea* beneath their wings.

*Tāwhiri-mātea is the God of the winds and elements and is the guardian at the gateway of the RNZAF Tūrangawaewae at Ohakea.

Maia-ki-te Rangi is pronounced: Mya key tear rung ee.
A ceremony commemorating No. 5 Squadron’s involvement at Fiji’s Laucala Bay was particularly poignant for Leading Aircraftman (LAC) Shirley Barakuta, who has a family tie to the base.

Born and raised in Lautoka, Fiji, LAC Barakuta moved with her family to New Zealand 11 years ago. She was chosen by the Warrant Officer of the Air Force to attend the Laucala Bay ceremony, which was dedicated to the RNZAF personnel who were based there over a 26-year period.

“Words can’t even describe what it meant to be able to go over there. I felt so proud and going back to see my family members see me in uniform – really, really made me happy. I’m so glad I managed to get on this trip,” she said.

The ceremony, in which a monument was unveiled, also held a special meaning for LAC Barakuta. Her uncle, Ian Cattermole, was an armourer with No. 5 Squadron. He met her aunt while based there, they fell in love and married.

Another of LAC Barakuta’s uncles served with some of the Laucala Bay veterans, however he was not involved with the ceremony.

“I was chosen as a junior rank person to help out with veterans and help with the event,” she said.

“I was the wreath-bearer during the ceremony and also raised the Fiji flag. It was my first time doing it – I was so nervous, but I felt so privileged to be able to do it.

“I just loved listening to the veterans’ stories and see their connection to the Air Force as well as my island home.”

Back at Base Auckland, LAC Barakuta is a supplier in the support section.

“We supply the parts for the aircraft and are the inventory managers. It’s fun telling my family I work in No. 5 Squadron now.

“I joined up in 2015 and I was steered towards supplier because of my educational background. I’ve been in the logistics trade for nearly four years and I haven’t looked back. I’ve always seen myself in the aviation industry and I’ve always wanted to join the Air Force.”
I was fortunate to be a recipient of this year’s Prime Minister’s Scholarship to Asia, and recently ten students from Massey University and I found ourselves embarking on an adventure to study Business and Supply Chain Management in South India for six weeks. We were all excited and a bit nervous about our impending travels.

On our arrival to Coimbatore it was clear to see we had left New Zealand and arrived in a country with a vastly different culture. As we waited to depart the airport, we all absorbed the new sounds, smells and sights around us.

The bus trip on our very first night confirmed that we were indeed a long way from home. With horn honking, lane changing and lights flashing we were relieved when, after two hours of travel, we reached the university campus, Bannari Amman Institute of Technology. This was our home for six weeks.

The study tour consisted of sightseeing, cultural visits and academic work. Industry visits and reviews were the core focus of the study tour. The industry visits were varied and we visited a wide range, including manufacturing, healthcare, textiles, logistics and distribution and food supply chains.

These visits provided us with an in-sight into and knowledge of a greater understanding of business and supply chain. To further improve our understanding we completed in-depth reviews throughout our study tour which were presented to industry experts.

Throughout our six weeks we were fortunate to always have a local expert accompanying us, so we got to truly experience the culture of South India. From eating our food on banana leaves with our hands and visiting the local temples, we were fully immersed in the Indian culture.

During the study tour we were often put outside our comfort zone. The food we were served was usually a mystery, including the level of spice, which always created an interesting meal experience.

As a Logistics Specialist, the business and supply chain learnings I gained from this experience have been invaluable. This scholarship has given me the opportunity to consolidate my previous study in the logistics and supply chain field while providing an insight into business operations and challenges. I now have a greater understanding of logistics and supply chain management which I can implement into my role as a Logistics Specialist.
The team was briefed and two Unimogs, one Triton, three drivers and five team members deployed to the Nelson recruitment office. Two Woodbourne staff, Squadron Leader Andy Hill and Flight Sergeant Joseph Regan, deployed directly to the Richmond Emergency Operation Centre, where they acted as Liaison Officers to receive updates, attend briefings, and coordinate taskings for the ERG team.

Early deployment allowed all staff to cross the hills between Blenheim and Nelson before the most severe weather took hold, potentially delaying travel.

For the next two days the two Unimogs were used in locations that were too demanding for standard four-wheel drive vehicles. There were many roads where flooding was too high for 4WD capability, which made the Unimogs a vital asset to have on hand.

The vehicles proved to be invaluable in assisting the local police and other emergency services, including Civil Defence and New Zealand Red Cross.

By Sergeant Mark Atkinson, Avionics Training Development Project, Base Woodbourne

When ex-Tropical Cyclone Gita smashed into the top of the South Island earlier this year, the Woodbourne Base Emergency Response Group (WB ERG) took action. They had been given just a day’s warning to prepare for the potential damage the Category 4 storm could cause.

The ERG key tasks were to help residents evacuate flooded areas, undertake a reconnaissance of key road access points, transport swift-water rescue teams to Marehau and carry out welfare checks with Civil Defence and the Red Cross.

The team also transported vital supplies, such as woodchip pellets for the heating unit in the Golden Bay Hospital.

One of the unusual tasks was to transport a surf lifesaving team, along with their RHIB, to a suitable launch location, where they were to undertake a rooftop rescue at a flooded house. Luckily, by the time we arrived the water had subsided enough for the stranded family to vacate their roof.

All in all, it was pleasing to see the impact that a small team of motivated individuals can have when helping other agencies respond to an emergency situation. The assistance provided by the team from Woodbourne was greatly appreciated by the local emergency services.
Members of No. 230 Squadron recently took part in their adventure training. Along with the usual team building and comradeship that the training brings, it was decided that the squadron would give back to their host township by helping out with some community service in the local area.

This year’s training was held around Lake Taupo, and adventurous activities included white water rafting, high ropes and hiking. The rafting was the sure-fire winner as favourite activity with the seven metre waterfall - which certainly was not for the faint hearted.

It wasn’t all fun and games, though, as members of No. 230 squadron spent some of their time providing community service to an organisation called Project Tongariro.

The project aims to restore the bush environment surrounding Lake Rotopounamu in the Tongariro National Park. Shirley Potter, a permanent volunteer for the organisation, was extremely happy with the hard work by the squadron personnel and said “they were a most friendly, cooperative, hard working group and a pleasure to work with. We all learn something in those situations working alongside different people”.

Some of the roles while working with Project Tongariro included setting rodent traps, cutting down non-native trees, weeding and forming steps along the track.

Some members of the team found themselves with much greener fingers than they had previously thought, whereas some thought it best to stick to their day job!

A great sense of achievement was felt by all who took part. Shirley would be thrilled to host any future groups for community service in the Lake Taupo region, for more information go to www.tongariro.org.nz.
Remote piloted aircraft systems (RPAS), or drones, are becoming an increasingly popular pastime for aviation enthusiasts. While most users are responsible in where they fly them, some are unaware of air space rules.

Base Auckland has tackled the issue with a mass-education project, led by Squadron Leader (SQNLDR) Austin from Base Operations, to inform its neighbours about the regulations around RPAS flying. So far more than 4000 pamphlets have been delivered to Whenuapai, Herald Island, Hobsonville, Greenhithe, Westgate Shopping Centre, and surrounding schools.

The initiative has been commended by the Civil Aviation Authority (CAA).

“It’s really important that people who fly drones know and abide by the rules for flying them safely,” CAA’s Deputy Director, General Aviation, Steve Moore said.

“Congratulations to Air Force staff on their efforts to raise awareness of the rules in the local Whenuapai community. The more that can be done to get the safety message across to people, the better.”

Also involved in the project are Base Auckland Flight Safety Officer SQNLDR Don Richardson and Airfield Manager Whenuapai Dave Bacon. The idea to distribute pamphlets was sparked after some incidents of RPAS being flown in the base’s air space.

“We wanted to go in with a cooperative approach rather than a heavy-handed one and that generated feedback from the community, who have been passing the message on to people they see haven’t been complying with the rules,” Mr Bacon said.

The pamphlet included a letter from the Base Commander who invited RPAS owners to come to the base to discuss the rules around flying near the base and how they could seek permission. It also included the CAA regulations.

SQNLDR Richardson said RPAS posed a concerning risk to other aircraft and could cause significant and possibly catastrophic damage, especially if it strikes one of the large number of smaller aircraft that fly around the Whenuapai and wider Auckland area.

If any RPAS were seen in the air space, all aircraft may need to be diverted elsewhere to land or delayed taking off, he said.

“So that would be a cost of fuel, time, effort, rescheduling and the impact to whatever mission was happening.”

Mr Bacon said in addition to the risk faced by military flying operations, was the significant risk to civil aircraft and gliders that utilise Whenuapai. An incident last year saw a “near-miss” between an RPAS and a glider.

“That was at 1600ft above Herald Island. So not only was the person flying in air space they needed permission for, but they were flying well above the legal limit of 400ft AGL (above ground level).”

The swelling of popularity of the RPAS meant the education campaign would be ongoing, but a future solution could be technology-based with sensors detecting RPAS in the area, he said.
From its inception as a territorial squadron in 1930, through to its 50th anniversary in 2015, Paul Harrison’s much-anticipated book, *Seek and Destroy: The History of 3 Squadron RNZAF*, is the first comprehensive history of this unique unit.

Flying Hudsons and Venturas, No. 3 Squadron was the first RNZAF unit to engage the Japanese during World War Two, and in the post-war period flew Tiger Moths, Harvards and Mustangs as a territorial squadron once again.

The Territorial Air Force disbanded in 1957, and the Squadron reformed in 1965 as a helicopter unit, operating the Sioux and the iconic Iroquois. No. 3 Squadron is currently home to the NH90 and A109, and continues to serve as an integral part of the RNZAF’s operations.

Comprising 265 black and white photos, maps and 94 colour plates, and including numerous personal accounts, this book introduces the people and machines who have served, as well as the operations and exercises conducted over the Squadron’s lifetime.

**SPECIAL OFFER:**
Receive 10% off your book purchase with Promo Code **3SQN**

Purchase *Seek and Destroy* from the Air Force Museum Shop during your next visit, or order online and receive 10% off the full retail price using the promo code **3SQN**. This promo code is valid for multiple copies in the same transaction and expires 31 May 2018.

All Air Force Museum Shop purchases help support our mission to preserve and share New Zealand's military aviation history. www.airforcemuseum.co.nz/shop
As with any other living, breathing, thinking organism, we own many of the decisions that will shape our future. White Papers, Plans, Strategy, Goals – these are merely artefacts and waypoints that articulate and encourage. It is the space between the waypoints that matters. It is the mindset and efforts of our people that fuel the journey between the signposts and the markers.

This piece aims to capture the heart and soul, Te ngakau me te wairua, of the revolution quietly taking place within the RNZAF technical community. This change is inspired by the necessity to be ready. To support and to lead the upcoming transition to the networked and integrated NZDF of 2025.

REFRESHING AND SIMPLIFYING OUR RULES

We are in the process of instituting NZDF Defence Aviation Rules (DARs) in place of our existing array of complex and bespoke NZDF airworthiness policies, instructions and guidance material. This project will introduce a less prescriptive, more concise, internationally recognised rule-set that will provide a wide array of benefits, including:

- Removing barriers to ‘mutual recognition’ by the technical authorities of foreign militaries. This will allow for the potential of sharing costs, resources, data and equipment across many organisations.
- Enhanced compatibility with internationally accepted civilian regulation systems. This will offer efficiencies and savings in procurement, certification activities and support contracts.
- Providing a more seamless path for the implementation of new regulations, technologies and safety standards, in line with the international community. This will offer less complexity, less duplication of staff-work, and greater alignment with modern, best practice regulations.
STRENGTHENING AND SUPPORTING OUR TEAMS

To seize on the opportunities offered by the introduction of Defence Aviation Rules, we are taking the opportunity to ask several fundamental questions, including: What is the most appropriate Technical Trade structure to support our future operational outputs? The Future Technical Trades Capability Project is underway to address this question, looking at:

- The equivalent civilian/military models of technical trades that would best satisfy our needs?
- The future technical/equipment boundaries that will define the requirement for separate technical trades?

This question will focus on the continuous move towards highly integrated and networked technologies.

SHIFTING OUR MINDSET

Let’s start thinking of what our networked and integrated Force of 2025 may look like. Why not start today? Why not start with a change in perspective, a change in mood, a change in mindset? By embracing the daily habits of a learning organisation, by committing to a life-time of continual learning; we will actively seek the latest knowledge, skills and attributes that will support, lead and develop the networked and integrated Force of 2025. Learning will no longer be predominantly ‘pushed’ to the learner, or consumed on courses; instead, learning opportunities will be sought-out, shared and embraced as part of our daily routine. Some will be mandatory, most will be elective.

SUPPORTING AND GROWING OUR PEOPLE

Monthly Continued Professional Development (CPD):

We have recently piloted a series of NZ-wide networking events to the NZ Aviation Technical Sector. These events received immediate praise and have been taken up by a wide array of NZ Aviation and Defence organisations. Based on a free mobile device App (ZOOM Cloud Meetings), these engagements are designed to act as an ongoing, monthly, industry-wide CPD activity. The greatest benefits of this type of technology-enabled activity is the provision of a routine, low overhead, industry-wide engagement for like-minded professionals.

The goal is to get our valued personnel out of their technical stovepipes and (temporarily) into an environment of shared learning and innovative thinking. This monthly activity has been sufficiently popular that it will now be permanently run by a core team of sponsors from the RNZAF, the NZ Civil Aviation Authority, and the NZ division of the Royal Aeronautical Society Inc.

The NZDF Engineering, Science and Technology Conference:

2017 saw the first new-format, 2-day, tri-service event run to much acclaim. The concept is to hold this event every two years in the future, but to start this routine from the 2018 conference. Broad details of the 2018 event are:

- 2018 Theme: Getting Match-Fit for the 2025 Digital Landscape
- Dates: 28 and 29 Aug 18, QBE Stadium, Auckland
- Attendees: 600 guests from across all three services (and all ranks) of the NZDF, NZ Ministry of Defence, Industry

New World Class Training Aids:

RNZAF Base Woodbourne is in the process of introducing a world class Avionics Systems Virtual Maintenance Training tool. This computerised training system will underpin the training of our technical personnel as they undertake fault finding and diagnostic training on complex integrated avionics systems. This capability will be at the forefront of ‘merging the boundaries’ between technical trades, as technicians increasingly have to understand the interactions between integrated electrical, mechanical, electronic and software driven technology.

We live in exciting times.
The revolution has begun!
Future Leaders

A summit hosting future leaders from the military, police and government officials recently took place in Papua New Guinea. The delegates, from Australia, Fiji, New Zealand, Papua New Guinea and Tonga were brought together to enhance leadership skills through discussion of issues that affect all within the Pacific. Flight Lieutenant (FLTLT) Libby Reardon and Squadron Leader (SQNLDR) Joe Tasker told Air Force News about the benefits of the summit.

This year the summit was run by the Australian Civil Military Coordination Cell, which works with non-government organisations and defence to ensure that outcomes are aligned and proper support is being provided.

“They are very HADR (Humanitarian Aid and Disaster Relief) focused,” FLTLT Reardon said.

She spoke at the summit about women, peace and security. “Fiji have no females in their Navy yet, but are soon going to start recruiting – which is indicative of the change that’s occurring across the wider environment in the Pacific. It is important to show the capability of allowing women to come through the system and reach those senior positions,” she said.

The summit focused on HADR in a unified way and the delegates were able to develop networks and links early, “so that when an event occurs, we’ve got people who we can touch base with,” FLTLT Reardon said.

SQNLDR Tasker said the summit culminated in a combined planning scenario for the security of a major event - similar to the upcoming Asia-Pacific Economic Cooperation in Papua New Guinea.

“The scenario developed into a natural disaster and subsequent HADR operation - similar to that of the recent tropical cyclones or earthquakes that have rocked the Pacific,” he said.

“By discussing these issues the participants were able to build relationships and gain a better understanding of one another.”

Those relationships would be critical next time a natural disaster hits the Pacific Islands. “When the NZDF next responds to an event like the recent Tropical Cyclone Gita in Tonga, I will have summit participants on the ground. “These contacts will assist me and the NZDF to determine exactly what the affected nation may want,” SQNLDR Tasker said.

“Overall, this summit was a great event and is highly recommended to anyone who gets the opportunity.”
We remember and honour their service
100 years on

nzpost.co.nz/WWI /NZStampsandCoins
Targets up

By the Service Rifle Team

Illuminated against the mantle the chevron found a target, shots rang out...

There is one date of significance in the calendar of every RNZAF Service Rifle Team member. The New Zealand Service Rifle National Championship is an annual event held in Waiouru Army Camp through Easter of each year.

The event, held this year at the Old Classification Range in Waiouru, provides an opportunity for select teams from NZDF to compete against one another and against passionate members of the various NZ Service Rifle Association (NZSRA) clubs.

The RNZAF Service Rifle Team was drawn primarily from members who had competed in the last year’s event, with one addition. The experience gained from the previous year was evident in the level of preparation with new weapons and understanding the course of fire.

The RNZAF was there in strength with two squads totalling eight personnel from Ohakea, Whenuapai and Woodbourne.

RAF BOMBER COMMAND
ANNUAL COMMEMORATIVE SERVICE

10.30am Sunday June 3
Hall of Memories, Auckland War Memorial Museum
All veterans, family and friends are welcome.

This year we will be joined by ex 75 Squadron veterans as part of their biennial reunion in Auckland.
The shooting itself was from 500 to 25 yards and covered a wide spectrum of shooting scenarios from precision at range to rapid fire and dynamic events. Waiouru produced its own challenges too with gusting cross winds, rain and mixed light conditions.

It was the first time that RNZAF had showcased the MARS-L with the majority of shooters having recently undertaken conversion training thanks to Force Protection and The Army Depot.

The quirks of the weapon system were evident as shooters became familiar with the information presented in the optics and the calculations required for the distance and conditions.

Scores showed marked improvement from last year with a high medal take home tally for individuals with overall scores improving significantly.

The Ohakea team placed 3rd against in the NZSRA vs NZDF trophy. Overall it was an extremely enjoyable three days with RNZAF preparing to return for more next year.

**RNZAF Medal winners:**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Shooter</th>
<th>Medal</th>
<th>Score</th>
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<tbody>
<tr>
<td>1st</td>
<td>Warrant Officer Aaron Jeffries</td>
<td>Bersheeba shoot</td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>Warrant Officer Conan Broad</td>
<td>500m</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>Aircraftman Bryce Luckin</td>
<td>500m sustained fire</td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>Aircraftman Regan Laing</td>
<td>double snap</td>
<td></td>
</tr>
<tr>
<td>10th</td>
<td>Corporal Mike Andrews</td>
<td>overall</td>
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**Inter-Theatre Airlift**

Inter-theatre airlift, also known as strategic airlift, is used to project and sustain forces operating in, or from, another nation and eventually to withdraw forces from that nation.

**Air Power in Action**
Photo Of The Month

The photograph was taken over Lake Wanaka as part of a photo shoot organised at the Warbirds over Wanaka air show. It was a rare opportunity to take air to air photos from the back of the Hercules over such a beautiful landscape and after nearly eight years with the NH90, it was awesome to be able to capture such a nice shot. Huge thanks to No. 40 Squadron crew for the opportunity.

Photographer: F/S Paul Blondell (Blondy)

Notices

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

SAFETY AND SURFACE TRADE REUNION 2018

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

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

Friday 19th October: Meet & Greet.
Saturday 20th October: Tour of base units
Formal Dinner

Register your interest at:
RNZAF.S&S.REUNION@nzdf.mil.nz
Or Post to:
Safety & Surface Trade Reunion,
Maintenance Support Squadron, RNZAF Base Ohakea.

A detailed information pack will be forwarded on receipt of registration.

Air Power Development Centre Quiz

Q1: When was the Ensign conferred upon the RNZAF, and by whom?
Q2: What document provides a military assessment of NZ’s strategic environment?
Q3: Does the RNZAF undertake strike roles? If so, what roles??
Q4: Who devised the plan of attack on Pearl Harbor in 1941?
Q5: What is aerodynamics?
Q6: RNZAF P-3K2 aircraft have been flying in support of the multi-national Combined Task Force. What mission is the Task Force tasked with?

Q7: What is the maximum payload of a C-130H(NZ) Hercules?

Q8: What is chaff?

Q9: What is the name of China’s first aircraft carrier?

Q10: What colours feature on the Iranian Air Force roundel?

Think you can stump our readers? Email quiz questions to APDC via ohapdc@nzdf.mil.nz
Voluntary Education Study Assistance (VESA) is a discretionary fund centrally managed by NZDC to provide financial assistance to members of the NZDF undertaking part-time study.

Regular Force or permanent civilian members of NZDF who have been employed/served continuously for 52 weeks. Reserve Force members in some circumstances. NZDF Reserve Force members to check eligibility against DFO 3/2016.

VESA provides assistance with study costs up to a set maximum in any financial year. There are different limits for postgraduate and undergraduate study.

You can study a subject area that interests you, provided it’s on the New Zealand Qualification Framework (NZQF).

Contact any Defence Learning Centre for advice on the application process. Alternatively, check eligibility, your obligations etc. by logging on to the ITD Learning Toolkit for more information or DFO 3/2016.