FRENCH CONNECTION AT CROIX DU SUD
EYES TO THE SKY AT SKYTRAIN
OHAKEA’S MODERN FLEET
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.

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

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COVER: TE AURAKI - OHAKEA FLEET LINEUP
PHOTOGRAPHER: LAC Vanessa Parker

New Zealand Government
As I reflect on my year so far as Airman of the Year I recall the unique opportunity I have had to see both the past and the future of our organisation. I have been on a journey and seen first-hand the immense sacrifice our forebears made and I have been given an insight into the exciting direction our Air Force is going into the future.

My year started with a trip to Woodbourne to speak to the future of our Air Force at the 17/03 recruit course dining in. This was a great opportunity and one of the highlights of my year – the energy and enthusiasm these young people have looks positive for our future.

I then had the opportunity to see the other end of the spectrum at the Warrant Officer of the Air Force change over parade at the Tūrangawaewae in Ohakea. This was my first visit to this awesome building. The cultural protocol to be ceremonially welcomed on was a moving experience and the sense of it being a place for ‘our people’ was strong. I would encourage everyone to take the time to visit.

I then had the opportunity to see the other end of the spectrum at the Warrant Officer of the Air Force change over parade at the Tūrangawaewae in Ohakea. This was my first visit to this awesome building. The cultural protocol to be ceremonially welcomed on was a moving experience and the sense of it being a place for ‘our people’ was strong. I would encourage everyone to take the time to visit.

I had another opportunity to spend more time at the Tūrangawaewae at the 2018 Air Force Leadership Forum. The theme was an ‘Adaptive Air Force’ and the Chief of Air Force spoke about the changes coming for us as an Air Force and of his priorities of delivering military air operations, capability integration, organisational preparedness and air warfighting ethos. Of particular interest to me was the guest speaker Peter Beck CEO, Chief Engineer and founder of Rocket Lab. His story was inspiring and a true testament to what we as Kiwis can do.

I have recently returned from Anzac Commemorations in Belgium and France. This was a once in a lifetime experience and a career highlight to date. Both of my great-grandfathers fought on the Western Front and to be walking on the same grounds was an emotional experience.

It was an honour to be the Catafalque Guard Commander at the Anzac Day dawn service alongside soldiers from the Australian and Belgium forces on a misty bleak morning at Buttes New British Cemetery in Ieper, Belgium and it was an experience I will never forget.

The first half of this year has been an eye opening experience for me and I have enjoyed and embraced the opportunities I have been given. It is important for us to look back on the past sacrifices made and reflect on how this has shaped the values and culture of our Air force today and made us an organisation of which we can all be proud.
MODERN FORCE AT OHAKEA
By Rebecca Quilliam

The introduction of the King Air 350 at Base Ohakea has resulted in an entirely modern aircraft fleet. In the past six years, the base has also seen the introduction of the A109 and NH90 helicopters, as well as the T–6C Texan. Air Force News finds out what benefits they are bringing to the squadrons.
New aircraft means some hard graft in the short term, with the introduction to service keeping personnel busy and engaged, and also some very significant gains, Ohakea Base Commander Group Captain (GPCAPT) Shaun Sexton said.

“It’s exciting to have new and really capable aircraft at Ohakea. These range from the Texan – the state-of-the-art flying training system for our ab-initio pilots – through to No. 42 Squadron with the King Air 350 which is a good deal more capable than the current B200 in the light transport role and for training our multi-engine pilots.”

No. 3 Squadron’s helicopters have been a fixture on the base for several years and they are already providing national contingency, supporting the Joint Force. The NH90 fleet is a credit to our innovation as the RNZAF is a worldwide leader in generating flying hours, GPCAPT Sexton said.

“The challenge for No. 3 Squadron is moving the NH90 through its last couple of capability steps and getting a sustainable aircrew and maintenance footprint into the unit to really bed the NH90 into service fully before the end of this year.

“It’s important to acknowledge the hard work that the personnel are doing to get these things into service – they don’t just turn up good to go.”

Transition Flight Commander No. 42 Squadron, Squadron Leader (SQNLDR) Leader Brent Collier said the immediate advantage of the new King Air 350 was the additional seating it offered.

“It gives a 25 per cent seating capacity increase. It’s also got a larger payload capacity, which allows us to carry more fuel and give us a greater range, while we’re carrying more people.

“Training-wise, because they are newer we should expect greater reliability out of them as there will be fewer maintenance hours required,” he said.

Another benefit of the King Air 350 will be the ability to train Air Warfare Officers, who previously had been required to travel to Australia to complete the qualification, SQNLDR Collier said.

No. 3 Squadron Commanding Officer Wing Commander (WGCDR) Mike Cannon said the helicopter unit had an end-to-end training system, starting with the simulator, moving to the A109 and finishing on the NH90.

“The A109 was purchased specifically because it offered the most efficient lead-in to the NH90, which had been identified as the helicopter to take the NZDF forward for another at least 30 years.

“From the outset, we looked at bringing in a modern helicopter aircrew training system with a modern contemporary training space.”

The NH90 was a bigger helicopter and was able to do a lot more than its predecessor, WGCDR Cannon said.

“The modern systems within the aircraft allow it to do things in environments that the NZDF battlefield support helicopters haven’t been able to do previously.”

No. 14 Squadron Officer Commanding SQNLDR Richard Beaton said they had just fitted the T-6C Texans with modern braking technology.

“We’ve just installed electronic ABS braking-style capability on the aircraft, which will decrease the chance of popping tyres and increase safety on shorter, wet runways.”

The aircraft are starting to clock over 1000 flying hours each, SQNLDR Beaton said.

“They are reliable, they’re safe and they’re efficient. The simulators that go with it are available all the time. We’re starting to spread our wings with them a bit more, trying to get out to some smaller airfields out in the traps getting amongst the broader aviation scene and community.”
A Royal New Zealand Air Force P–3K2 Orion aircraft achieved several tasks in a single mission recently in the latest example of how the New Zealand Defence Force (NZDF) supports other government agencies.

Within an eight-hour period, the Orion was a hive of activity as it completed tasks in support of the Department of Conservation (DOC), GNS Science and New Zealand Customs.

Three hours after taking off on a wet and humid Auckland morning, the crew, led by aircraft captain Squadron Leader (SQNLDR) Rod Olliff, airdropped about 100kg of mail and supplies for DOC staff based on Raoul Island in the Kermadecs, about 1,100km northeast of Auckland. Bad weather the previous week scuttled the airdrop.

“*The NZDF’s support is crucial to our work in the Kermadecs and provides a vital lifeline to our staff who are based in that remote region,*” Louisa Gritt, DOC’s Operations Manager – Northland District, said. Twice a year, the NZDF sends resupply ships to Raoul Island to bring vital supplies and equipment to support the activities of DOC, MetService and GNS Science. Orion aircraft are also regularly tasked to airdrop supplies on their way to or from the Pacific.

“Although it rarely happens, being able to rely on the NZDF for medical evacuations and other emergencies gives us that level of assurance while we do our work,” Ms Gritt said.
With their long endurance, search sensors and electro-optic cameras, the Orions have cemented their role as “our eyes in the sky”, SQNLDR Olliff said.

“They provide a great platform to conduct resource and border protection patrols in New Zealand’s Exclusive Economic Zone, aerial surveys in support of humanitarian assistance and disaster relief operations, and search and rescue missions in New Zealand and the Pacific,” he added.

On this particular mission, the aircraft captured imagery of Curtis Island, an emergent part of an underwater volcano in the Kermadecs.

Discovered in 1887, the island has been uplifted about 18m in the last 200 years, with a seven-metre uplift occurring between 1929 and 1964.

GNS Science volcanologist Brad Scott said the aerial photos taken by the Orion would provide background images for comparison should more uplift occur.

“There are also geothermal manifestations on the island such as springs, fumaroles and mud pools, and the images will help us map changes they’ve undergone,” Mr Scott explained.

During the Kermadecs trip, the Orion crew also located eight yachts and one merchant vessel with minor engine troubles during a border protection patrol that they conducted in support of the NZ Customs Service.

“Customs is tasked with protecting New Zealand’s border from potential risks or threats. We assess the risks posed by people, goods and craft crossing the border using various methods, and the partnership we have with the NZDF is a key component of our layered defence,” Customs’ Liaison Officer at the National Maritime Coordination Centre said.

He said the overt NZDF presence, as demonstrated by the Orion, has also increased awareness of maritime patrols and served as a deterrent to potential illegal activity.

“NZDF’s support and assistance is of great significance and value. It enriches our maritime operating picture and supports the deployment of resources during heightened arrivals or departure seasons and ensures timely response to targeted vessels of interest,” the Customs Liaison Officer said.
Exercise Skytrain took on a new look for 2018 as an Ilyushin IL–76 aircraft descended on RNZAF Base Auckland in June.

The IL–76 landed, with a group of 30 Chinese officers, crew and officials from the People’s Liberation Army Air Force (PLAAF), on a two week visit to learn from the Air Force’s extensive experience in Search and Rescue (SAR) and Humanitarian Aid and Disaster Relief (HADR).

The participation in the exercise by the Chinese Air Force builds on the regular series of SAR table–top exercises New Zealand, China, and other countries take part in, as well as events such as the MH370 search in the Indian Ocean in 2014.

Chief of Air Force Air Vice–Marshal (AVM) Tony Davies said Skytrain was one of our routine exercise opportunities to train and learn with other Air Forces. “This year we were pleased to welcome an aircraft and crew from China.

“We share the Pacific with many other countries and it’s important to understand how their air forces work and be able to operate with them and alongside them. It’s best to have such details worked out beforehand given that multinational responses to SAR and HADR events occur quickly and without notice.”

A powhiri and haka featured in the official welcome to the PLAAF contingent at RNZAF Base Auckland, before the exercise began with briefings on the HADR exercise scenario.

A PLAAF group observed during No. 40 Squadron’s C–130 HADR training exercise flight, and the following day took to the air in the IL–76 with air riders from No. 40 Squadron, led by exercise commander, Flight Lieutenant Toby Mercer.

The following week, the focus switched to No. 40 Squadron’s SAR training scenarios with the C–130 and the PLAAF observing training and then practicing the scenario using the IL–76.

The Ilyushin IL–76 is a Russian–made, medium–range, multi–purpose military transport aircraft powered by four jet engines.

This trip to New Zealand was the furthest south the PLAAF had been based and during the HADR scenario, the furthest south any PLAAF crew had flown.
Chinese airmen watch as RNZAF helicopter loadmasters prepare to throw smoke markers into the water from a C-130 Hercules.
Deploying on exercise provides valuable training for our personnel, but when it takes place in picturesque New Caledonia it’s even better. No. 3 Squadron crews recently joined HMNZS ships Canterbury and Wellington on the French-led disaster response exercise Croix du Sud. They told Air Force News what it was like working with our international allies.

“IT’S JUST BEAUTIFUL THERE. The most memorable part of the exercise was how beautiful it was flying around the coral reefs and islands of New Caledonia,” NH90 pilot Flight Lieutenant (FLTLT) Loïc “Frenchy” Ifrah said.

The two–yearly exercise is themed around a scenario of a region in chaos following a tsunami, with government instability and the rise of militia factions. A coalition of 10 nations, including Australia, Fiji, the United Kingdom, the United States and Vanuatu conduct landing exercises, subduing unrest and providing stability, as well as humanitarian tasks.

FLTLT Ifrah speaks French fluently, which came in handy when communicating with their hosts.

“The exercise was about soaking up the environment and the interoperability with the other countries involved – learning their ways,” he said.

“The French were particularly hospitable in the way they looked after us and included us in their missions.”
The crews joined ships HMAS Choules, Gascoyne and Yarra and French ships D’Entrecasteau and Vendémiaire for the humanitarian and disaster relief training exercise in the South Pacific.

FLTLT George McInnes said the two NH90 crews provided support to the land and maritime components of the exercise and worked with the French Foreign Legion and the French Army.

“We were based on the Canterbury for the exercise – two aircraft operations off the back of the ship was really challenging as we had to get two aircraft airborne in a short amount of time.

“We were also flying formations with the French Puma helicopters, so obviously we had language barriers and different operating procedures barriers going on there. It was good that we had Frenchy – he was absolutely invaluable and was the man of the match. Half the time he was doing the radio calls for us.”

Working with the French extended to winching a person onto the French offshore patrol vessel, the D’Entrecasteaux – the first time for the NH90s to winch onto a foreign ship.

The helicopters had been worked hard, joining the exercise on the back of Exercise Tropic Major in Vanuatu.

“The maintenance team did an amazing job,” FLTLT McInnes said.

“We didn’t lose one flight for the whole exercise, which was bloody good. So a big shout out to maintenance for keeping the aircraft running – they were working pretty long days because we were pretty much flying from first light to not far off last light.”

**CROIX DU SUD MILESTONES**

- **47.30** aircraft hours flown
- **95** deck landings
- **65** minute reduction of consecutive aircraft launches timings from about 90 minutes to about 25 minutes
- **Two** 25 Flight Hour servicing completed while embarked
- **1st** time that No. 3 Squadron have conducted embarked ops without the support of No.6 Squadron
Exercises

The day started off like any other for the recruits. They woke, dressed and lined up to head to the Mess for a 6.30am breakfast. On their way from the barracks, however, the group was stopped and turned back. Exercise Wero had begun and they had no idea what was ahead of them.

The hours that followed were filled with gruelling physical tests and mental challenges. Each section competed against each other in a number of physical activities including push-ups, pool exercises, working with medicine balls, and even pulling a Unimog. The mental tests challenged concepts and thought processes. For every challenge, groups were rewarded when they worked as a team and they were required to start again when they did not. Frustration and emotions were high as they learnt to communicate effectively with each other throughout the day.

Recruit Instructor Corporal Shane Leaming said they created a safe version of stress that could replicate some of the hardest situations they would experience in an operational environment.

“There’s not as much leniency if operations are on the line, so we try to get it started here.”

The day was tailored around experiences that would cause mental, physical and emotional strain, yet in a

RECRUITS PUSH THEMSELVES TO LIMIT

By Rebecca Quilliam

Tears fell and shouts of joy rang out as the R2/18 recruits learned that the toughest day of their training yet, had come to an end. In this article, as part of Air Force News’ series following the journey of the Air Force’s newest members we see the recruits pushed to their limits in an Experiential Learning exercise designed to create learning opportunities through physical, mental and emotional experiences.
controlled environment. Through the experience the recruits learn to give tailored feedback to each other from the Lead Self training package. This is then applied to all aspects of their further training.

Chief Instructor Flight Sergeant (F/S) Malcolm Walshe said seeing the emotion at the end of it showed the experience meant a lot to them.

“It means a lot to finish all the challenges. I know they’ve pushed themselves to the limit and learnt so much about themselves from the experience.

“They know the Experiential Exercise is coming – but they don’t know what time they will get woken up, or when they will finish, within the 24 hours.

“All aspects of the training are to prepare our people to contribute to our NZDF mission. We always aim to train as closely to how we operate, as possible. In our organisation we can be doing our job today and the next we could be flying away somewhere to be doing another task,” F/S Walshe said.

FROM THE RECRUITS:

Aircraftman Eoin Reilly
“Going into it we expected it to be a long hard day and it definitely was that. The biggest challenge was the stuff in the pool, because I’m not a very strong swimmer. Everyone on our team had a weakness, but I think overall everyone worked really hard to compensate for that and supported each other.”

Aircraftman Rylee Fafeita
“I was expecting to be woken up really early – I was like a little kid at Christmas waiting for Santa Claus, I couldn’t sleep. I feel so good now. I thought I’d start crying through the day, but I kept it back.”

Aircraftman Byron Buys
“I was expecting it to be hard, but not as hard as it was. It was the best and worst day of my life. I have learnt so much about other people, I’ve learnt a lot about myself, but I have to say, I don’t want to do it again tomorrow.”
No. 3 Squadron's helicopter loadmaster students have been experiencing a virtual environment while learning concrete skills they can use in the real world. We take a look through the digital display to see the state–of–the–art training equipment our loadies are using.

The technology has been in use by the squadron for a little over a year. “We’re finding that the students are getting taught a new skill in the simulator, so when they go to the aircraft they can consolidate quicker and they can potentially meet the aims of the sortie quicker as well, which means we can advance them faster,” Flight Sergeant (F/S) Frank Sharp said. “It’s really good for them to work on the process and technique and then everything falls into place for them.”

Warrant Officer (W/O) Whatarangi Heke said the images they see are as close as possible to what they would see flying in an NH90 helicopter. “Everything we would see in reality, like trees, animals, people, vehicles, roads – we can build a terrain pack quite realistically,” he said.

“EverythiNg in the back of the cabin is pretty representative of what we see in a basic cabin, including the other crew members sitting beside you and any passengers if we want them.

“We can import images from Google Earth, and it will generate suitable terrain and trees based on the information it gets. If the details, like types of trees, aren’t quite correct, then we can go in there and put our own trees in there, such as New Zealand pines and natives.”

“The added bonus is that if we do that, the trees are three dimensional – the computer–generated images are two–dimensional. This comes in handy for the helicopter loadmasters when they are doing work close to trees.”

The programmers can simulate different times of day, different weather conditions, as well as what scenery looks like through night vision googles, W/O Heke said. “It means we can go through the procedure with them, work out what they need to say and when they go out and do it for real they already understand what it should look like.”

No. 3 Squadron Commanding Officer Wing Commander Mike Cannon said it was a great example of what the modern fleet is all about. “We are wholly embracing the synthetic environment – it’s great.”
The requirement for a Helicopter Loadmaster (HLM) training simulator was recognised as a necessity with the pending introduction of the NH90 and A109 helicopters. The Virtual Simulator Systems’ (VSS) Complete Aircrew Training System (CATS) was identified as the best solution to meet the RNZAF’s requirements.

Funded through the Capital Programme Minor in 2017, and managed by Capability Branch’s Directorate of Programme Delivery, CATS was purchased in late December 2016 as part of the Helicopter Crewman Virtual Reality Training Simulator project (HCVRTS). Delivered in June 2017 and in use from October, CATS is due for formal handover to No. 3 Squadron in late 2018 following completion of all introduction into service activities.

Capability Branch has five top level functions to guide the branch’s work ensuring continuity of appropriate and cost effective military capabilities. Capability Branch is usually identified with major projects, ie: those with a whole of life cost (WOLC) greater than $15 million such as the P–3K2 Orion and ANZAC Frigate Systems upgrades. Minor project are currently defined as those with a WOLC less than $15M.

The Directorate of Programme Delivery is responsible for ensuring delivery of projects from capability definition and acquisition of capability (in conjunction with MOD and DCS as appropriate) through to completion of capability integration. More information on Capability Branch can be found at: http://orgs/imx/capbr/default.aspx
The New Zealand Defence Force is sending a warship, two aircraft, a helicopter and more than 300 personnel to take part in the world’s largest international maritime military exercise.

Twenty-six nations, 47 surface ships, five submarines, 18 national land forces, and more than 200 aircraft and 25,000 personnel will participate in the biennial Rim of the Pacific (RIMPAC) exercise, scheduled from June 27 to August 2 around Hawaii and southern California.

New Zealand’s contingent includes the frigate HMNZS Te Mana, specialist divers from HMNZS Matataua, an air surveillance and reconnaissance force including two P-3K2 Orion aircraft, logistics and support elements, and Royal New Zealand Navy (RNZN), New Zealand Army and RNZAF personnel.

RNZN Captain Blair Gerritsen will have a key role as the Sea Combat Commander, responsible for commanding the at-sea defence of the Expeditionary Strike Group, employing escort ships and their helicopters plus shore-based aircraft.

The Expeditionary Strike Group will include nine frigates and destroyers and Captain Gerritsen will control the movement of all the ships and will plan and direct the defence of the group against a range of air, surface and sub-surface threats.

“The opportunity to command such a capable force drawn from so many different nations and within a challenging exercise scenario is a fantastic opportunity for the NZDF and for the individuals involved,” he said.

The theme of the exercise is “Capable, Adaptive, Partners”. Participating nations and forces will test a wide range of capabilities and demonstrate the inherent flexibility of maritime forces.

RIMPAC 2018 is the 26th exercise in the series and is hosted by the United States Navy. Major General Tim Gall, the Commander of Joint Forces New Zealand, said the
exercise provided a unique training opportunity that helped foster and sustain the cooperative relationships with allies and partners.

“This is critical to ensure the freedom of the seas and security on the world’s oceans,” Major General Gall said.

“More than 300 NZDF personnel will participate in RIMPAC this year and will conduct a wide range of operations and exercises, including amphibious operations, gunnery, missile, anti-submarine and air defence exercises, as well as counter-piracy, mine-clearance operations, explosive ordnance disposal and diving and salvage operations.”

RNZAF No. 5 Squadron will have two crews and two P-3K2 Orion aircraft participating. They will both conduct up to nine missions and engage in a combination of warfare scenarios, hunting and tracking submarines and working with the maritime patrol community.

Along with maritime security and warfighting exercises around Hawaii, NZDF assets, featuring a detachment from the Navy’s operational dive and mine countermeasures unit HMNZS Matataua, will participate in amphibious operations in southern California.

RNZN frigate HMNZS Te Mana will be one of the nine escort ships making up the Expeditionary Strike Group, centred on five large amphibious ships from the United States, Australia, the Philippines and Indonesia.

The first RIMPAC, held in 1971, involved navies from Australia, Canada, New Zealand, the United Kingdom, and the United States. The RNZN was involved frequently until the ANZUS nuclear ship dispute in the 1980s. In 2010 the NZDF attended in an observer role, and was a full participant in 2012, 2014 and 2016.

**By the numbers**

- **26** nations
- **47** surface ships
- **5** submarines
- **18** national land forces
- **200+** aircraft
- **5,000** personnel
The 48 young women spent a week at Base Ohakea learning just what it means to work in the Air Force. If you have ever wondered why we undertake events such as School to Skies and that focus on a specific demographic, keep this statistic in mind: within our technical and aviation roles, only 8 per cent are female. Technical and aviation roles combine to make up approximately 65 per cent of our organisation. It is from this pool that we deliver a significant contribution to our operational outputs as well as being the pool that a vast number of our senior leadership positions are drawn from.

Our biggest challenge is attracting women to apply for our technical and aviation roles in greater numbers.
This will enable us to select from a larger pool of great quality candidates and, as a result, we will better reflect the New Zealanders that we serve.

We continue to battle stereotypes from the general population about what it means to be a part of the military, what kind of person would suit the lifestyle and what we actually do for New Zealanders. School to Skies is all about breaking down these stereotypes and providing a meaningful experience to these students and presenting the Air Force as a viable career option for them.

So how does School to Skies do this? Participants get their hands on the tools of the trade. They weld, configure circuits, fly a simulator, affix a prop, remove an engine, plan a flight, fly a mission, build teamwork, speak with women who already serve in technology and aviation roles and they come away with practical tips around leadership and resilience.

With all of these experiences under their hats, these young women can feel confident that, when they make the decision to join the RNZAF, it will be the right career for them.

This year, School to Skies saw a few enhancements to the programme; barrack style accommodation; more fitness and drill; a Sioux helicopter introduced for the maintenance modules alongside our fixed wing aircraft, as well as the development of an Avionics module.

The School to Skies programme is held annually and forms part of a wider strategy aimed at increasing our female representation in technical and aviation roles across the Air Force.

Since the programme:

25% of applicants have applied to join the Air Force

25% of applicants have taken steps towards Air Force application
Avionics Technician Leading Aircraftman (LAC) Mahima Seth has been awarded a prestigious prize after she and a team of experts came up with a solution to use robotics and virtual reality for in-orbit repairs to satellites and spacecraft.

The group of five is heading to Toulouse, in the south of France, after they came up with the winning concept at the recent ActInSpace Hackathon – an event where space enthusiasts, students and job seekers compete to solve problems facing the space industry. With the grand prize being a zero gravity flight, a start-up grant equivalent to 15,000 euros and technical support from European Space Agency and industry incubators to make their idea a reality.

The solution to the Hackathon challenge had to include the use of virtual reality as well as smart control software and open source technology, LAC Seth said.

“At the same time, we had to make the solution more cost effective than traditional repairs that occur in space right now.”

LAC Seth’s role in the 24-hour challenge was to organise her team, make sure all the criteria was satisfied and test the solutions to ensure they were sound.

“Because of my background in the Air Force, I had a pretty solid understanding of everything technical in our idea. So I left others to develop the ideas and I came in and poked holes in them to make them better.

“As we move forward, more of my Air Force training will start coming into play – especially when we start creating solutions around how to talk to the robot and how the robot communicates with the ground.”

“Thats where I will start to draw on what I’ve learned and it’s perfect that I work in communications because that sets me up quite nicely to know how things will be done.”

In France Te Mārama will be pitching its idea to a panel of judges from the European Space Agency (ESA), CNES (The French space agency), Airbus International and many other industry investors and partners.

“I’m really excited. It’s pretty awesome and we just really want to make the most of this opportunity, but most of all we just want to make New Zealand proud and show the world what Kiwis can do.”
An Orion P-3K2 provided the focus for the base’s emergency teams to practice responding to a serious aircraft accident, managing crew casualties and family members, or responding to the media.

On the day, the Base Operations centre was buzzing with teams discussing the new information and updates on the accident, and observers watching the actions unfold for CrashEx18.

The exercise tested the base’s emergency incident management systems and resulted in many recommendations for improvement. It had earlier included a table-top exercise to test establishing an Emergency Operations Control at an alternate venue.

“We wanted to ensure the Base Incident Management Plan (BIMP) was tested and that our teams were up to date with emergency procedures,” says exercise controller, Airfield Manager, David Bacon.

“It was also a chance for external agencies such as NZ Police and the NZ Fire Service to rehearse responses to an aircraft accident emergency at Base Auckland,” he said. “Our units and civil emergency providers were able to exercise command, control and co-ordination of a critical incident here.”

The exercise also provided senior leaders with an opportunity to exercise media training in a realistic scenario.

Early activation of family welfare centres, location of an emergency Base Welfare Centre, better base signage for external agencies, and improved notification to Northern Communications were among the detailed list of changes recommended from the exercise.

Assistant exercise controller Warrant Officer Chris Naylor said the exercise gave the opportunity to use the BIMP, confirm procedures and continue to build relationships with external agencies from across the region.

“The Emergency Operations Command Working Group will continue to drive the base’s progress towards improving our capacity to deal with a serious aircraft crash and ensuring the base achieves industry standard best practise in emergency management,” he said.
Three of the Air Force’s newest Air Warfare Officers have graduated No. 38 Air Combat Officer Course at Royal Australian Air Force (RAAF) Base East Sale.

Flying Officers (FGOFF) Philippa Wood and Hemi Frires, and Pilot Officer (PLTOFF) Josh Johnson, received their Air Warfare Brevets alongside Officer Cadet Russ Best, RAAF, marking the completion of 11 months of intensive training at No. 1 Flying Training School (1FTS).

As well as the awarding of the Air Warfare Brevets, course awards were also presented. FGOFF Wood was awarded the Australian Institute of Navigation Award for Highest Academic Assessment, the BAE Systems Mongili Award for Excellence in Mission Command – Air Combat, the Hawker Pacific Air Combat Officer Trophy for Dux of the ACO Course and the RNZAF Astrolabe Trophy for the highest aggregate result for an RNZAF student. FGOFF Frires was awarded the BAE Systems Mongili Award for Excellence in Mission Command – Maritime.

The course covered up to 20 ground school subjects and about 55 airborne and simulator training events. They covered elements of Systems Navigation, Divert and Emergency Procedures, Air Battlespace Management and either Maritime Patrol and Response or Air Combat duties. RNZAF Air Warfare Officers who graduate the course will eventually post to the Fixed Wing Transport Force as Navigators, or the Airborne Surveillance and Response Force as Information Managers or Tactical Coordinators.

The graduation was also significant as it marked the end of a 25-year training relationship with 1FTS, where the Air Force has trained over 60 navigators and air warfare officers since 1993. Future air warfare officers will be trained at Base Ohakea under the new Aircrew Training Capability. 1FTS also trains naval helicopter observers and has also done so for the Royal New Zealand Navy. That training will also be repatriated to New Zealand under the Aircrew Training Capability.

Graduation of Air Combat Officer Course marks the end of the initial phase of trade training for the air warfare officers, who are now awaiting their next phase of training to their respective future aircraft. FGOFF Wood will be converting to the C-130 Hercules at No. 40 Squadron, while FGOFF Frires and PLTOFF Johnson will be converting to the P-3K2 Orion at No. 5 Squadron.

The graduation parade was reviewed by Air Commodore Jake Campbell, AM, Deputy Commander Maritime Border Command and former Commanding Officer of 1FTS, and hosted by Wing Commander James Parton, Commanding Officer 1FTS. Representing the RNZAF at the ceremony were Base Commander Ohakea, Group Captain Shaun Sexton and Air Advisor Canberra, Wing Commander Steve Hancock. The graduation parade commander, Flight Lieutenant Blair Walmsley, was the Senior New Zealand Officer and a Course Commander at 1FTS.
Squadron Leader (SQNLDR) Marcel Scott has been awarded a prestigious military award in recognition of a remarkable career that has “influenced a generation of aircrew”.

The GAPAN Sword – for Operational Excellence was recently presented to him by Air Component Commander Air Commodore Andrew Clark.

“Receiving the award made me reflect on 22 years of my career and it was pretty cool. It was pretty special,” SQNLDR Scott said.

Starting as an Iroquois pilot with No. 3 Squadron, he began his service being deployed to East Timor. He completed four operational deployments there and one to the Solomon Islands.

“I started as a young pilot and four years later I was the Flight Commander in the Solomon Islands. It was a great way to start and it really got my teeth into operations.”

A three-year exchange with the Royal Air Force, where he flew Chinook helicopters on deployments to Afghanistan, was a career highlight, he said.

But it was SQNLDR Scott’s role on the Court of Inquiry for the 2010 Anzac Day Iroquois crash where he undertook his most important work for the Air Force.

“I spent about a year on that court writing the report. After that, I saw No. 3 Squadron hurting so I went there and helped out – bringing back some of those things I’d learned in the UK and helping bring the unit back on its feet.”

SQNLDR Scott was also credited with the squadron’s timely response to the Kaikoura earthquake because of his leadership and changes he had made to the flight structure.

“The last 22 years has gone in a flash and I think that’s the measure of having a career as opposed to a job – I just don’t know where that time’s gone. The cool thing is that I can now share my skills and experience with other people, you don’t have to be an instructor or a Captain to wait to do that.”

SQNLDR Scott is now the Deputy Operations Flight Commander at No. 42 Squadron and is looking forward to working with the Air Force’s newest aircraft, the King Air 350.

The citation reads, in part:

“Squadron Leader Scott has made a significant contribution to Royal New Zealand Air Force helicopter operations in recent years. His inspirational leadership and absolute conviction to provide the best possible support to those under his command has positively influenced a generation of military helicopter aircrew.

The leadership shown by Squadron Leader Scott demonstrates his commitment to operational excellence that will ultimately benefit the wider aviation community. His mentoring and inspirational leadership has positively influenced a generation of aircrew and is worthy of recognition.”
Wild weather around Auckland recently has revealed a treasure that has been hidden from sight in the sands at the Air Force Kaipara Air Weapons Range. The wreck of the ship Daring was discovered after high tides shifted sand at the entrance of the Kaipara Harbour. The 17m, two-masted schooner was driven ashore by gale force winds in 1865. Since its discovery, members of the public have damaged the protected wreck and the Air Force is warning scavengers of the vessel’s precious kauri to stay away.

Some members of the public have put their safety at risk attempting to scavenge parts of the Daring since its discovery in late May. Just days after its discovery, somebody took a chainsaw to the ship, removing a rail from it.

Base Auckland airfield manager David Bacon said the land was prohibited to the public, for very good reason.

“When the Range is active units are using specialist weapons and explosives which are an obvious risk to members of the public. Additionally, the terrain is unforgiving for drivers of 4WD vehicles and accidents such as roll overs and collision are high risk with no immediate means of assistance available.”

If any member of the public was found on the property their details were taken down and they would be asked to leave. Sometimes banning notices were issued and if the offending continued, they would be prosecuted, he said.

Archaeologist Greg Walter from Heritage New Zealand said it was disappointing that people thought they could help themselves.

“It represents a period in New Zealand’s colonial history where the waterways were the highways. So you had a number of these small sailing ships trading up and down the

PUBLIC WARNED TO KEEP AWAY FROM WRECK

By Rebecca Quilliam
A major navigational error by a first-time skipper saw the beaching of a trading ship and the loss of three lives during an attempted salvage.

Built in 1863 at Mangawhai, the coastal trader operated along the country's west coast. On the day it arrived on the Kaipara Harbour shores, it was on a voyage from New Plymouth to Onehunga, carrying £500 worth of grass seed, two passengers and three crew.

It was the skipper's first role as master of the ship and he confused the entrances to the Waikato river mouth and the Manukau Bar. When he realised he was actually at Kaipara and, with a storm hitting and no charts for the area, the skipper decided to steer the ship onto the shore. The swell was strong and the ship was pushed high onto the beach, but remained intact.

An attempt to salvage the ship was undertaken and another schooner with three crew were sent to help refloat it. While they were waiting for the tide to rise, another storm developed and drove the Daring right back to where it had come from.

The salvage attempt was abandoned and the rescue schooner headed back to Onehunga, but was caught by the storm, was driven offshore and was never seen again.

coast. It’s rather typical of that period in terms of its design and construction. It’s a cool find, it really is.”

Heritage New Zealand commissioned Recon to laser-scan the ship and there were no plans at the moment to excavate it, he said.

“It would be a really big undertaking. There’s a lot more to it than just digging the boat up. You have to conserve it, you have to keep it somewhere. It would need to be a properly-funded archaeological excavation to try to do anything like that.”

Auckland Council Cultural Heritage specialist Robert Brassey said recently the wreck had been further exposed, revealing the ship’s registration number, which was carved on the vessel’s tonnage, just inside the hatch, confirming its identity.

“This is a significant wreck and it’s protected under the archaeological provisions of the Heritage NZ legislation. The wreck of any ship that occurred before 1900 has legal protection,” he said.

“To have a ship that was driven ashore intact and undamaged is quite remarkable. It’s even got the paint finish and details of its construction. The exterior of the ship was quite attractively detailed.”
More than 20 soldiers and police from six South West Pacific countries are eager to put into practise what they learnt at a physical training instructors’ course designed and led by the NZDF.

The Pacific Physical Training Instructors Course, which was recently held at the Fiji Police Academy in Suva, taught 22 trainees from the Cook Islands, Fiji, Samoa, Niue, Papua New Guinea and Tonga how to design and conduct a range of physical training classes, sport and recreational events and fitness tests. The programme included lessons on the principles of physical fitness.

Flight Sergeant (F/S) Samantha Marra, the NZDF contingent commander, said the trainees were all excited to go home and make a difference.

“Apart from developing the fitness training skills of the trainees, the course also covered better health and lifestyle choices, including the importance of a healthy diet and regular exercise, which they can promote when they train their own forces,” she said.

Police Constable Patella Tou, from the Cook Islands Police Service, said he would take what he had learnt in Suva and teach others.

“The training is important for our Police Service and government,” he said.

Another trainee, Police Constable Anthony Va’a, from Niue, said he planned to run a physical training programme for police when he returned to Alofi.

“I learned a lot and hope to encourage everyone back home to take a step to better health.”

F/S Marra said conducting the course had been a great opportunity to share knowledge and expertise with Pacific partners and to enhance the longstanding relationships with them.

The NZDF team included three physical training instructors, who worked with instructors from the Australian Defence Force, His Majesty’s Armed Forces Tonga and Republic of Fiji Military Forces to run the classes and conduct assessments.

F/S Leo Wiapo, the Chief Instructor of the course, said the trainees had all been keen learners and it had been rewarding to see their physical training and leadership skills develop.

“The engagement with Australian and Pacific forces has also been a valuable learning opportunity for the instructors,” he said.

“The experience exposed us to other cultures and enhanced our flexibility as we worked in an unfamiliar environment.”

WHERE THE RUBBER HITS THE ROAD

Maintenance

All servicing and repair actions taken to keep aircraft in a condition to carry out air operations.

Air Power in Action
Worldwide Knit in Public Day recently provided the perfect opportunity to uncover some more unusual items from our archives – a selection of wartime ‘comforts’ and associated knitting patterns.

With thousands of the nation’s young men serving overseas during World War II, many women and children on the Home Front here in New Zealand turned to knitting as a way to support the war effort. The items they knitted for soldiers, sailors and airmen were known as ‘comforts’ – practical garments and accessories such as hats and balaclavas, gloves and mittens, socks, scarves and pullovers.

As part of official ‘Knit for Victory’ campaigns, patterns were produced with standardised designs and colours, to be worn with Army, Navy or Air Force uniforms. Once complete, comforts were packaged up in parcels that also contained items such as sweets, biscuits and cakes, and sent overseas. For the men who received these parcels, they offered not only the physical comfort of having additional warm clothing to wear, but also the emotional comfort of knowing that there were people back home supporting and caring for them.

Inspired by a colleague’s wife who experimented with these vintage patterns recently, we held ‘The Great Museum Knit–in’ here at the Museum on Worldwide Knit in Public Day. An open invite was extended via our social networks to all interested in a cuppa and a ‘yarn’. The morning arrived, seats filled quickly, needles clicked, and both knitting projects and friendships grew.

It’s clear to us that knitting is in the midst of a revival. If you are interested in viewing our collection of wartime knitting patterns, simply contact our Research Team for more information: research@airforcemuseum.co.nz
Swiss Army Band Teaming Up With RNZAF Band

In a once in a lifetime event, the Swiss Army Band is travelling to New Zealand to perform with the Air Force Band.

The concerts will have historic uniqueness, because, while the band visits countries once a year, each country is likely to be visited only once in a lifetime.

The reasons for the trip are to strengthen ties with the host country and to offer a treat to Swiss nationals who live here.

As well as the Air force Band, the Swiss will also join the Navy Band for events in Auckland.

For more information visit www.ticketdirect.co.nz

DETAILS:

**Air Force Band** (Wellington)

- **31 July**
  - National War Memorial, Last Post
- **31 July**
  - Gillies Group Theatre, Upper Hutt, free of charge with ticketing organized through Expressions Upper Hutt

**Navy Band** (Auckland)

- **27 July**
  - Visit Navy Base
- **28 July**
  - Bruce Mason, free of charge with ticketing organized through Auckland City Council

Trade name change for General Service Airman

A result of a recent review of General Support Airman (GSA), the trade name has been amended to Operational Support Airman (OSA). This provides alignment to the Operational Support Officer (OSO) and ensures it remains relevant in a modern RNZAF.

The purpose of the OSA trade is to retain a small group of experienced and valued personnel who require greater career flexibility. Circumstances such as inability to continue in current trade, extensive out-of-trade experience and desire for a varied military career are common themes for RNZAF personnel to rebranch to the OSA trade.

While the OSA trade does not have designated OSA positions within the RNZAF they are strong candidates for ANY TRADE positions within the RNZAF and the tri-service environment. OSA entry requires a minimum of CPL (advanced trade) or higher and dependent on service experience and service requirements. Service experience can include that gained from within the RNZAF, other services, ex-NZDF and personnel from foreign militaries. For further information contact your career manager or alternatively Warrant Officer Toni Tate as the OSA Trade sponsor.

Note that all publications are to be amended with the new trade name and hence approving officers of any RNZAF publications containing reference to the General Service Airman Trade should forward approved amendments to RNZAF Publications, Information and Drawing Support (PIDS).
In the NZDF, it is leadership above all else that impacts the most on achieving operational success. Leadership is threaded through every dimension of our operations and organisation, so it is important that we all have a shared and common understanding of what this means.

This concept has now formally been articulated in our new Leadership Doctrine. It explains our philosophical and conceptual approach to leadership, discusses what successful leadership looks like and gives an explanation of how the NZDF develops its leaders.

Many of our leaders have completed a Leadership Development System (LDS) course – see what they have to say about it.

**Warrant Officer Annette Walding**

**Lead Integrated Capability**

I joined with 12 others and began the Lead Integrated Capability LDS Course. Many of us had never met each other before. We were immediately thrust into an environment in which we learnt a lot about ourselves and one another. We were encouraged to be vulnerable, discuss our short comings and acknowledge strengths as leaders. We saw immense growth, enriched by a collaborative and supportive learning environment.

**Warrant Officer Craig Harnett**

**Lead Capability**

On my Warrant Officer Promotion course, I came to the realisation that with my new rank, came a completely new role in the organisation. The Lead Capability LDS Course gave me additional skills to help with this transition, in particular the Strategic Self-Awareness required to engage in organisational and cultural level change. I now have a ‘road map’ to guide me on how to develop further as a leader and I know how to identify and avoid many of the hazards.

**Flt Lt George Hercus**

**Lead Leaders**

During the Lead Leaders LDS Course (part of the ICLM Course) we were put through challenges that tested our physical and emotional values. Through peer feedback, 360-degree reporting, staff feedback and psychometric assessments, we got a clearer idea of who we really are as leaders. We built a picture of our strengths, weaknesses and how this identity compares to reputation.

It was empowering to learn how to develop leaders and teams. My previous success as a leader and a commander had been far from deliberate. I decided that through active personal development, utilising the leadership framework, I could make a real difference to my own performance and that of the teams I was involved in.

To find a range of leadership tools and resources, including more info on our LDS Courses and the Leadership Doctrine, check out our Leadership Toolkit on the ILP.
Military learning, and growing a skilled and sustainable workforce, is central to the success of the New Zealand Defence Force.

Programme Ruru is tasked with delivering better individual training and education outcomes for Defence. It is centred on the creation of a Defence Academy to deliver Defence Professional Learning.

On July 1 the Defence Academy Proof of Concept was stood up at Trentham. This encompasses the Command and Staff College, Institute for Leader Development, Defence International Language Centre and Defence Corporate Training School. It is closely aligned with Strategy 25, our vision of being an Integrated Defence Force.

Colonel (COL) Andrew Brown, Director of Programme Ruru, says the NZDF does excellent training with fantastic instructors but we can do better. “To build an Integrated Defence Force we need to do more together, recognising the strengths of the three Services and their unique contributions to our vision of becoming a Networked Combat Force.”

The Defence Academy is the core of Programme Ruru, he says. “It will be a national centre of excellence and a taonga. Our Academy, and the people at its heart, will be an institution with mana carrying forward the responsibility to deliver high-quality learning to our people throughout their careers.”

Co-locating learners, faculty, partners and counterparts will create world-class Defence professionals able to deliver operational and organisational success.

Our counterparts in other countries typically have Defence Academies, but New Zealand’s will be different because of the nature of our Defence Force, COL Brown says. “The Defence Academy will design and deliver Defence professional learning, engage in research, engage with partners, and be a recognised leader across government in command, leadership and joint operations.

“We may integrate elements that others don’t because our size and scope allows synergies to be achieved earlier in the training continuum.”
But at the heart of the Academy will be the learners, the foundation of military capability.

Our current training is fit for purpose, but the future character of conflict will demand much more, COL Brown says.

“We require a more agile, networked, and highly skilled warrior, and we have to stay absolutely at the cutting edge of training to keep our people safe and achieve mission success.”

Mission profiles and operational requirements are changing, he says. “For example, we now engage much more in train, advise and assist and building partner capacity missions – and new skill sets are required for these and other missions.”

A key early intervention will be building the investment case for the establishment of a Joint Warfare Centre within the Defence Academy to lead on preparing our people for assignments at HQ JFNZ and at operational headquarters worldwide.

A lot of people will benefit from the Defence Academy – Defence Professional Learning, distinct from trade training or foundation training, starts at around Sergeant equivalent, or Captain equivalent for officers.

“The learning enabled by the Defence Academy will extend to our senior leaders, both military and civilian and integrate our partners across the State Sector,” COL Brown says.

The Academy will partner with a range of tertiary providers, with programmes underpinned by appropriate NZQA accreditation.

“Students will build tertiary qualifications progressively throughout their careers and these qualifications will be benchmarked and recognised outside the organisation.”

Like other learning institutions, engagement and collegiality will be at the heart of the Defence Academy’s learning philosophy, with frequent peer-to-peer interaction, collaboration, socialisation, and teamwork.

“It’s about a group of institutes and schools, engaged students, engaged alumni, a research and publication agenda, thought leadership, active engagement with partners, and a recognised reputation for excellence.”

“It will be a national centre of excellence and a taonga. Our Academy, and the people at its heart, will be an institution with mana carrying forward the responsibility to deliver high-quality learning to our people throughout their careers.”

Colonel (COL) Andrew Brown, Director of Programme Ruru
Interbase Rugby League 2018

By Flight Lieutenant Hamish Shaw

Interbase Rugby League 2018 was hosted at Ohakea as a one–off game between Base Auckland and Base Ohakea. Contrary to popular belief about Manawatu weather, a classic, still winter’s day with plenty of sunshine awaited the players, giving rise to perfect Rugby League conditions. This had the added benefit of getting plenty of supporters out of their offices and bays to enjoy a showcase of the sport.

From the kick–off a classic game was in the air. Though both teams were fielding a number of rookies, everyone on the park played like veterans of the sport. The rivalry was evident from the first set with both teams seeking to assert their dominance on the game and the first try went to Auckland, though the conversion left something to be desired.

From there an even contest emerged with neither team able to take a decisive lead. When the half–time whistle blew the teams took a well–earned breather and lamented the lack of sliced oranges. The score stood at 18–16 in favour of Ohakea.

After a brief recovery, Ohakea began to show some dominance at the start of the second half, but fatigue had other ideas. As both sides began to tire, the game opened up and eventually the scores were all locked up at 36 all.

Eventually, with time almost up, Ohakea made the crucial break through and crossed the line, with the hooter going as the conversion was lined up. A final score of 42–36 a sign of the show that had just been put on.

At the end of the day, both teams came together to celebrate Rugby League and the comradeship standard within the sport. All of the trophies were awarded and attention turned to defending the Inter–Services crown, won by Air Force last year for the first time in 25 years.

AWARDS

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<td>Best Forward</td>
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<td>RNZAF Rugby League Cup</td>
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SQNLDR BRENT COLLIER
SQNLDR Collier has been involved with RNZAF Football and Softball for 21 years. He has represented the RNZAF in both football and softball, but has excelled in softball, representing NZDF teams and premier grade teams in his local area competitions. SQNLDR Collier also represented the RNZAF in football and has played in local club competitions every year, including while on overseas postings. He has been involved with softball as a player, but also as an administrator, OIC, coach, selector and mentor across the Bases and the RNZAF.

SQNLDR ROB MCKENZIE
SQNLDR McKenzie has been involved with RNZAF Sport for 13 years and has represented the RNZAF and NZDF in rugby, softball and touch. His involvement in RNZAF sport has primarily been in touch and softball as a player, administrator, OIC, coach, committee member and mentor. In his OIC role he has organised and hosted both Inter–base and Inter–services tournaments, including two ten–team tournaments involving both the NZ Police and the Australian Defence Force.

FLT LT GLENN BLAY
FLT LT Blay has been involved in RNZAF Sports for 17 years and has proven to be a motivated and extremely competitive sportsman that has primarily dedicated his efforts to squash and cricket. His involvement in the sport has extended beyond his exploits as a player and included refereeing, administration, management, and selector duties for both codes. FLT LT Blay is currently the OIC of RNZAF Base Ohakea Cricket and OIC Ohakea Squash and his efforts in the latter have helped in the re–opening of the Ohakea Squash courts which has been followed by significant growth in the club.
Air Power Development Centre Quiz

Q1: Which helicopter lifts the heaviest payload, the CH-47F Chinook or the CH-53K King Stallion?

Q2: In which war were helicopters first used widely?

Q3: What was the most significant role of helicopters in the Korean War?

Q4: What is the motto of 42 Squadron RNZAF?

Q5: In General Billy Mitchell’s view, what were some of the most important strategic targets for aerial attack?

Q6: What roles are provided by the SH-2G(I) Seasprite helicopter?

Q7: What is the role of PTSU?

Q8: What is the name of the RNZAF parachute display team?

Q9: What is an AN-74 ‘Coaler’?

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

Think you can stump our readers?

Email quiz questions to APDC via ohapdc@nzdf.mil.nz

Notices

HQ NZDF INTERNSHIPS 2018

Are you a serving Reservist about to complete your university studies?

The HQ NZDF Reserve Force Internship Scheme (RIS) will provide selected NZDF Reservists with an internship at an NZDF base across New Zealand.

Interns will be placed where their individual skills can best be used while the intern will be exposed to opportunities to further a military or civilian career with the NZDF.

To request further information, go to: reserve@nzdf.mil.nz
**3 SQUADRON**

Calling for registrations of interest for the No. 3 Squadron Association Function to be held on 21 July 2018 at RNZAF Base Ohakea.

Open to all past and present personnel who served on No. 3 Squadron. Register your attendance via email to: SGT Byron Hodge byron.hodge@nzdf.mil.nz or FLTLT Alex Borlase alexandra.borlase@nzdf.mil.nz

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**RNZAF JOURNAL, VOLUME 4, 2018**

The Air Power Development Centre (APDC) is pleased to release the RNZAF Journal, Volume 4, 2018.

It features a paper by the Principle Scientist of DTA, Dr John Kay, on space systems and the NZDF, a paper on remotely piloted aerial systems, a paper on surveillance of New Zealand’s Exclusive Economic Zone amongst others. The RNZAF Journal can be accessed via the APDC page on the RNZAF Website, or via this link: www.airforce.mil.nz/about-us/who-we-are/apdc
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