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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Editor
Rebecca Quilliam
Ph: 021 653 577
Email: airforcenews@nzdf.mil.nz

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Defence Public Affairs

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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: EX HE TAUA
PHOTOGRAPHER: SGT Sam Shephard
The glossy for Exercise Rimpac 2018 was pretty impressive – 25,000+ people, 47 ships, five submarines and 200+ aircraft. For the Combined Air Operations Centre (CAOC) this meant almost 3300 missions to be planned, integrated, promulgated and executed. Operating 24/7 the CAOC was staffed by 240 people from Australia, Canada, Chile, New Zealand, South Korea and the United States. With nine Air Force personnel spread throughout the CAOC it was an ideal opportunity to be part of Air planning and to refresh ourselves on core Air warfighting skills.

The CAOC was headed by the Combined Forces Air Component Commander (CFACC), an RAAF Air Commodore supported by a deputy (RCAF) and a Chief of Staff (RAAF). Overseeing the 24/7 operations and directing the planning and execution of Air Operations are the CAOC Directors (in this case four Group Captain level officers who worked shifts to provide 24/7 coverage). I was fortunate enough to fill one of the CAOC Director slots and this was the first time we had filled a senior Air position at Rimpac.

The other Kiwis were spread throughout the Combat Plans Division, Combat Operations Division (COD) and the Intelligence, Surveillance and Reconnaissance (ISR) Division. Note: given the duration and focus of the exercise the CAOC had a ‘skinny’ Strategic Division and no Air Mobility Division.

The cycle begins with the Strategic Division. This team develops the Air Operations Directive (AOD) that is linked to the Air Operations campaign plan. This forms the basis for developing the Air battle plan and ensures CFACC’s aims are articulated correctly. Part of this also involves providing assessments on how the campaign plan is progressing.

Next the Plans team develops the Master Air Attack Plan – essentially taking the Air assets available and apportioning them to tasks such as Defensive Counter Air, Offensive Counter Air and ISR as well as support tasks like air-to-air refuelling and anti-submarine warfare support. In an exercise like Rimpac the Battle Order is the full suite with Carrier and land based fighters, Maritime Patrol Aircraft, helicopters and unmanned aerial vehicles as well as land based missile systems. Once approved by CFACC this plan is then passed to the Air Task Order (ATO) production and Airspace Control team who produce a 24hr ATO and Airspace Control Order for the next day. The final step is then promulgating this to all the relevant players.

The COD is all about the execution – monitoring the aircraft via a Common Operating Picture and airborne/land reporting. The Ops Duty personnel also deal with changes and amendments to the plan (i.e. implementing plan B if aircraft are serviceable or the battle changes). This also involves scrambling the alert aircraft if required. One of the more interesting events to be part of was the dynamic targeting event – essentially responding effectively to a target on the Combined Prioritised Integrated Target List when it presents itself. An example of this may be when a mobile surface-to-air missile site is located by the ISR team. The Combat Ops team then decide what asset to re-task to bring about the required effect (be that through kinetic or non-kinetic means). The targeting event then concludes with the ISR-D Battle Damage Assessment – assessing if the desired effect has been achieved.

Finally the ATO cycle is closed off by the Strategic Operational Assessments Team. This assessment is referenced to the AOD and Campaign Plan and allows the next Battle Plan to be adjusted accordingly. The process sounds really quite simple and it needs to be when you have days with 250 aircraft missions being executed. It also needs to be a process that can be applied within coalitions as well as being able to be scaled depending on the Area of Operations.

As I mentioned above this is Air Warfighting 101–understanding how Air Power is planned and executed. As an Air Force we may not have all the hardware and capabilities required to fight an Air War on our own and in fact there are very few countries that do. Hence we need to be interoperable not just at the Tactical level but also at the Operational level and Ex Rimpac presents the perfect opportunity to put this into practice.
No. 5 Squadron crew and No. 6 Squadron Seasprite SH-2G(I) maintainers have returned home after participating in the largest international maritime military exercise. The month-long biennial Rim of the Pacific (Rimpac) exercise hosted 25,000 personnel from 26 nations, including 300 NZDF personnel. It was an excellent opportunity to work with allies with multiple assets and take a close up look at the P-8A Poseidon, set to join our fleet in the coming years.

Two P-3K2 Orions, an SH-2G(I) Seasprite, a warship and more than 300 personnel took part in the massive exercise. Twenty-six nations, 47 surface ships, five submarines, 18 national land forces, and more than 200 aircraft and 25,000 personnel participated in the event that was based around Hawaii and southern California.

Rimpac 2018 is the 26th exercise in the series and is hosted by the United States Navy. Joint Forces New Zealand Commander Major General Tim Gall said it 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.”

The P-3K2 Orions conducted up to nine missions and engaged in a combination of warfare scenarios, hunting and tracking submarines and working with the maritime patrol community.

No. 5 Squadron Commanding Officer Wing Commander AJ Young was the Detachment Commander for the exercise.

“The exercise was the first chance the squadron had to test ourselves against some very good opponents with the new Under Water Intelligence Surveillance Reconnaissance (UWISR) capability. The results achieved by both crews were extremely satisfying to say the least.

“Our future P-8A aircraft will be fitted with a similar capability, so we are already gaining valuable capability experience in advance of the new aircraft’s arrival.”

The squadron was able to “grow its capability” during the exercise, he said.

“I have taken huge satisfaction from seeing three personnel achieve crew executive upgrades during the exercise. It is a testament to not only individual commitment; but the collective commitment over the last few months of many senior, experienced personnel back home.
In addition, we maximised the opportunities to grow crew experience in the use of the UWISR capability. Flight Lieutenant Simon McKay used the exercise as an opportunity to upgrade from co-pilot to Captain. "It was the first time I have ever taken an aircraft out as Captain. The flight involved a submarine threat to our friendly forces and we had to be able to provide deterrence – it was very cool." The exercise provided a chance to work with multiple assets, he said.

Aircraft technician Sergeant (SGT) Mike West’s role in exercise was to carry out and supervise maintenance on the Orions. "Rimpac participation provides No. 5 Squadron Maintenance Flight the opportunity to carry out aircraft maintenance in an unfamiliar environment and still achieve our outputs," he said.

"We are the team responsible for ensuring that there is always a serviceable aircraft ready for the crew to fly and, as experienced during this exercise, we will work tirelessly until we achieve that goal." SGT West said it was amazing being part of such a large exercise with so many moving parts.

"To be out on the flightline working on our aircraft while the sky is filled with the sights and sounds of fast jets screaming past at low level, helicopters transporting artillery guns underslung and fixed wing aircraft heading back from a patrol, all at the same time and all working toward an overall common goal epitomised joint operations and was truly spectacular."

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.
RIMPAC BY THE NUMBERS

RIMPAC

26

RIMPAC is the world’s largest international maritime exercise, held every two years since 1971. This is the 26th exercise.

NATIONS

26

PERSONNEL

25,000

AIRCRAFT

200

SURFACE SHIPS

46

NATIONAL LAND FORCES

18

SUBMARINES

5

FIRSTS:

• New attendees Brazil, Sri Lanka and Vietnam
• New Zealand serving as Sea Combat Commander
• Chile (a non-founding nation) serving as Combined Force Maritime Component Commander

ACTIVITIES:

• Amphibious operations
• Gunnery exercises
• Missile exercises
• Counter-piracy
• Mine clearance
• Explosive Ordinance disposal
• Diving and salvage
• Disaster relief

NZ AND RIMPAC

New Zealand is a founding nation of RIMPAC and participated from 1971. Following a period of non-attendance due to the ANZUS nuclear ship dispute, New Zealand attended as observers in 2010 and has fully participated since 2012.
Air Commodore (AIRCDRE) Andrew Clark has been announced as the new Chief of Air Force, following a promotion to Air Vice-Marshal (AVM).

A Change of Command ceremony will take place on September 7 at Base Auckland.

AIRCDRE Clark will take over the role from AVM Tony Davies, who, earlier this year was announced as the next Vice Chief of Defence Force.

The Royal New Zealand Navy and New Zealand Army are also seeing changes in leadership, with Commodore David Proctor the new Chief of Navy, upon promotion to Rear Admiral, and Brigadier (BRIG) John Boswell, DSD, the new Chief of Army, upon promotion to Major General.

Chief of Defence Force, Air Marshal (AM) Kevin Short said it was a “major change to the leadership of the New Zealand Defence Force”.

“It follows the change of command of Chief of Defence Force earlier this year, and the announcement of a new Vice Chief of Defence Force, AVM Davies, recently.”

“I want to congratulate all the successful candidates, and those who were interviewed for these very important positions. It reinforced to me the depth of talent in the ranks of the Defence Force,” says AM Short.

AIRCDRE Clark joined the Air Force in 1986 as a navigator and, through his early career, served operationally on Orion aircraft, instructed aircrew in Australia and New Zealand, provided support to the Chief of Air Staff, and had the role of Operations Flight Commander, No. 5 Squadron. He was later a Staff Officer, HQ JFNZ at Trentham, Project Manager (P-3K2 Orion Introduction Into Service), and Commanding Officer, No. 5 Squadron. He served operationally in the Middle East.

In his more recent career, Air Commodore Clark has held a variety of operational and strategic positions, including as Assistant Chief of Air Force – Strategy from 2009 to 2011, Director of Strategic Commitments from 2012 to 2013, Director of Defence Intelligence from 2014 to 2015 and as Assistant Chief – Capability from 2016 to 2018.

His most recent role was as Air Component Commander. Congratulations sir. 🎉
OFFICER IN CHARGE

It was my role to ensure the seamless integration of the 62 NZDF personnel based at both Darwin and Tindal. It is amazing to be involved in such a large exercise involving multiple strike and support aircraft. The experiences, knowledge and networking opportunities are priceless. I have heard on several occasions from the Australian and New Zealand command how essential our support and expertise are during this exercise, which gives me a great sense of pride that the NZDF’s reputation continues to grow and without New Zealand’s support this exercise would not be the success it has grown into.

FLTLT Daniel Hook

FORCE PROTECTION

RNZAF Security Forces were committed to assist with augmenting closely with 2SECFOR – our Australian security counter-parts. The exercise was just over a month long and included tasks guarding billions of dollars’ worth of assets and working closely with numerous international agencies.

AC Brent Setter

NO. 230 SQUADRON

We were imbedded in the CIC (Combat Intelligence Cell). Our job was to read and analyse incoming intelligence products, maintain logs, monitor mission planning, conduct research, and complete and disseminate requests for information. We worked a mix of normal weekdays and shift work. It was a great opportunity for us to see how the Australians conduct exercises and to get exposure to the fighter jet realm.

LAC Gemma Hodson

PITCHING IN AT PITCH BLACK

More than 60 Air Force personnel have taken part in the largest tactical air activity in Australia, Pitch Black. The biennial event, conducted from Royal Australian Air Force (RAAF) Bases Darwin and Tindal in Northern Australia, involved both day and night flying. Our personnel worked alongside 4000 personnel and 140 aircraft from forces including Australia, France, Malaysia, Singapore, the United Kingdom and the United States. The team worked tirelessly and their efforts did not go unnoticed. RAAF Air Commander Air Vice-Marshal Steven Robertson said the RNZAF contingent was “unfailingly capable, courteous and cheerful, in an environment fairly different from a New Zealand winter”.

Photos: Australian Defence Force
**AIR MOVEMENTS**

For the Air Movements Section it was a very busy time processing the arrival of all personnel and freight. We processed in excess of 120 flights and 3000 passengers in one week. We saw all kinds of aircraft we would rarely see in New Zealand, including B747s, Antonovs, as well as all the fast jets from the participating nations. Working alongside the RAAF and USMC has been a great experience, and the work of the ANZAC Air Movements has been complemented on many occasions.

**LAC Kristen Krawcyzk**

**REFUELLERS**

The aviation refuel team worked tirelessly alongside our Australian colleagues, day and night, to provide fuel to keep the aircraft flying – conducting between 100 and 150 refuels every day. The enthusiasm and willingness the team displayed showed the level of commitment we were able to provide. We transitioned seamlessly into the Australian tanker section and were able to utilise our skills in an unfamiliar environment. We were also able to provide significant outputs that contributed to the overall success of the exercise.

**SGT Ben Hardie**

**MEDICS**

Medical support for Pitch Black has seen us fully imbed in the Australian health centres. We have been working as we would at home and seeing Kiwis, Australians and Singaporeans at sick parade. All Australian staff were open and welcoming making sure we get the most out of our time here.

**CPL Kim Gilbert**

**GROUND SUPPORT EQUIPMENT TEAM**

Pitch Black 2018 has been a valuable learning opportunity for the GSE team. We were integrated into 13 Squadron Mechanical Equipment Operational Maintenance Section relatively seamlessly and assisted in the required maintenance for the exercise, as well as joining in with the PT and team building opportunities. The maintenance primarily involved servicing the aircraft arrestor gear that enables the fighter elements to perform emergency landings when required. We also performed repairs on a variety of other equipment ranging from the aircraft loading platforms to ground power units. During the exercise we each took turns working in the Fuel Equipment Maintenance Section, which exposed us to some new and different aviation fuel equipment including pie carts used for the underground fuel hydrant system.

**LAC Aaron Hall**

**COMMUNICATIONS AND INFO SYSTEMS**

Three RNZAF CIS personnel were embedded within the Task Unit Headquarters communications cell, working alongside RAAF communicators. Our core function was to provide specialist CIS support to operational units during the exercise. This also included the installation, configuration and management of a deployed Video Teleconferencing solution to provide real time video communications between garrison and deployed units – a vital capability used on exercise.

**CPL Chris Lloyd**
The purchase of an NH90 simulator has been approved by the Government, which paves the way for helicopter training to wholly take place in New Zealand. Currently, training for NH90 aircrew includes simulator-based training in Germany and Australia combined with training flights in the NH90s within New Zealand. The new acquisition will not only save money, but will give pilots more timely training in a large variety of scenarios.

Chief of Air Force Air Vice-Marshall Tony Davies said the investment by the Government would eliminate time and financial costs arising from NH90 simulator training that was conducted overseas.

“In addition to aircrew flying training, Crew Resource Management and maintenance training will also be conducted using the new simulator.

“The fixed-base device will be manufactured by CAE in Montreal, and is scheduled to be available in early-2020. CAE New Zealand will support the simulator in a new building adjacent to the A109 simulator, forming a combined Synthetic Training Centre for No.3 Squadron,” he said.

Commanding Officer No. 3 Squadron, Wing Commander (WGCDR) Mike Cannon said there was a capital outlay that had to be offset, “but it’s going to pay for itself relatively quickly”.

“It’s not just about losing the people overseas to go and train, it’s the availability that you gain with having the people here and having to walk just across the road, rather than head off.

“When you send a crew to go away to Germany, then they’re away for a significant period of time with the travel at either end, so it’s just going to make it so much easier for us to manage the crews around all the other things that we have to do.”

It would also be helpful for deployments with the Royal New Zealand Navy, WGCDR Cannon said.

At the moment, NH90 crew use the A109 simulator to refresh operational processes for ship controlled-approaches, but when the simulator arrives, pilots would be able to train with the right helicopter.

The purchase of the simulator in the wake of the P-8A Poseidon announcement further highlighted the Air Force’s “leading edge”, he said.
"That was a big milestone for us and now we need to make sure that we are ready for the simulator to arrive at Ohakea" SQNLDR Kenny said.

Mr Evans said the Acquisition Contract, signed by the MoD, and the Through-Life Support Contract, signed by NZDF, were signed within a week of each other.

"This is what the Capability Management System is designed to achieve, and it was great to negotiate and get both contracts signed in parallel."

SQNLDR Kenny said the simulator provided the opportunity for No. 3 Squadron to carry out more mission orientated training.

"Realistic and regular training can now be conducted on the simulator. Instead of using an NH90 helicopter to conduct all training for operations around a ship, in built up areas or in the mountains, they can now be practiced safely in the simulator before conducting the real thing. It's going to be a big step forward for the squadron."

Work on the simulator building’s infrastructure will start near the end of this year, with the building complete in mid-2019 and the simulator will be “ready-for-training” in March 2020, he said.

The budget for the purchase and installation of the flight training device is about $40 million. The operating costs of the simulator will be funded from within existing baselines, so no new funding is required.

The project’s NH90 subject matter expert Squadron Leader (SQNLDR) Ben Pryor said the simulator was state-of-the-art.

"The visual database and the projection is as good as you can get for flight simulators. There will be a representation of the whole of New Zealand, with some areas that will be enhanced for high levels of detail. So the trainee will be sitting in a full mock-up of the NH90 cockpit and the visuals are more than 180 degrees wrap-around.

"The set-up is a fully enclosed dome, but it’s a fixed base. The simulator itself doesn’t move but it will have dynamic motion seats, which will provide the sensation of moving. It allows it to be more immersive than a fixed-base static one."

SQNLDR Craig Kenny and Andy Evans are leading the Capability Integration and Acquisition aspects on behalf of the NZDF and Ministry of Defence (MoD) respectively and they agreed it was great to have contracts signed after more than two years of work.
An NH90 helicopter from No. 3 Squadron has taken part in a large-scale exercise to test a police-led emergency response to an avalanche.

The exercise involved about 60 personnel from NZ Police, NZDF, Department of Conservation, New Zealand Land Search and Rescue and St John New Zealand, as well as ski field and civilian helicopter operators.

Air Component Commander Air Commodore (AIRCDRE) Andrew Clark said an NH90 helicopter flew search and rescue personnel to Mount Tongariro and contributed to a practice avalanche response as part of the drill.

“It was an opportunity to exercise our unique Defence Force capabilities that support our community in emergency situations.”

The NH90, which can fly in mountainous conditions and carry up to 18 passengers, demonstrated its capability during the exercise, AIRCDRE Clark said.

“The response to an avalanche is time-critical and you would need air support to get rescuers and other responders to the scene as soon as it is deemed safe.”

Senior Constable Barry Shepherd, from Police’s Bay of Plenty District, said the exercise challenged participants from the initial reporting of the incident and assessment of the avalanche site, to search and rescue and medical evacuation.

“The key objective was to test our combined capability in responding to a major avalanche and review the overall response plan,” Senior Constable Shepherd said.

Although police would lead the response to an avalanche, many organisations were involved, he said.

“It’s not only about how fast we respond, which of course is critical, but also the coordination of all the different agencies involved in the emergency response.

“The different exercise activities were meant to assess all aspects of the response plan, so that we can fine-tune it before we have to deal with a real emergency.”

Avalanche training
The Air Force’s air transport team has flown about 200 tonnes of supplies and 1000 troops across the Middle East since May, contributing to what international partners refer to as the “lifeblood” of coalition operations in the region.

A 32-strong detachment and a C-130 Hercules aircraft have been operating with the Australian Defence Force’s (ADF) Air Mobility Task Group to transport supplies and personnel required for New Zealand, Australian and coalition operations in the Middle East.

“Our air transport mission has given us an opportunity to work once again with our partners and illustrate New Zealand’s commitment to regional security,” Squadron Leader Brad Scott, the commander of the air transport team’s first rotation, said.

“We flew our first mission the week after we arrived. Since then, the team has provided regular air transport to various locations across the region.”

ADF Air Mobility Task Group Commander Wing Commander (WGCDR) Brent Vujcich said the Royal New Zealand Air Force’s detachment’s contribution had been essential.

“Having their aircraft available provides us flexibility in planning missions. This is the key – despite different crews, aircraft and operating procedures, the NZDF detachment integration into ADF planning and operations has been straightforward.”

The detachment kept a strong sense of humour and diplomacy in the face of a high operational tempo, he said.

“The Kiwis have been highly capable and supportive of our intra-theatre air mobility mission. The C-130s are the lifeblood that keep the supply lines open across the Middle East, so the New Zealand team’s integration with us is vitally important to mission success.”

The detachment, deployed until December, includes aircraft technicians, security personnel, logistics and communications specialists, aircraft and support equipment maintenance personnel, and an air movements load team that is supporting coalition aircraft in the region.

On a similar six-month deployment in 2016 an NZDF air transport mission transported nearly 800 tonnes of supplies and about 3200 military personnel to Iraq and Afghanistan. A month-long mission in 2017 transported 120 tonnes of supplies and about 500 personnel supporting coalition operations in the Middle East.
Exercises
Future Defence Force medics have spent more than a week on Exercise Emcare in the icy conditions at Tekapo Military Camp. The purpose of the exercise is to train students in all aspects to do with trauma in their trade.

Defence Health School (DHS) Instructor Medical, Staff Sergeant (SSGT) Bruce McLean said the students were put through a comprehensive trauma model that ranged from advanced airway manoeuvres through to transport considerations of the sick.

“Once the trainee medics leave on their next phase of training (on the job), they will be able to provide a high level of medical care that is expected of any medic. “They will still be at a basic level within the NZDF, and their final medic module phase will complete the rest of their training,” he said.

In the Military Medical Technician (MMT) module of their study, the students go through an extensive primary health phase where they will learn anatomy and pathophysiology. The field phase is designed to teach and confirm the civilian aspect of basic trauma, as opposed to military trauma (bombs and bullets).

SSGT McLean said as well as focusing on medical skills the instructors promote the students’ personal resilience and start them thinking about leadership.

“We do this by getting the students working as a team on a multi-casualties trauma scenario where they will only succeed by working as a team and also pushing them into their uncomfortable zone so they learn that they can go the extra distance,” he said.

Aircraftman (AC) Elizabeth McGlashan said throughout the week they were faced with a range of medical trauma scenarios, including forest fires, riots, car crashes, explosions and drownings.

“I quickly learnt the challenges of having to assess and assist multiple casualties and the importance of following triage procedures in chaotic situations.

“Overall it was a great experience helping to solidify practical skills, developing teamwork, perseverance and preparing me for those situations when you need a medic,” said AC McGlashan.

Medic in training Private James Newman-Watt said the lessons in Tekapo allowed him to enhance his knowledge.

“The casualty carries lesson was beneficial as being a tri-service unit we were taught many different techniques for different environments that we may encounter during our careers,” he said.

Ordinary Medical Assistant (OMA) Rowan Hinton said as a Navy per he found the experience was a good insight into what it is like to work in an Army environment. “I found this exercise to be extremely beneficial in terms of my education, as well being very enjoyable, as I had never really experienced this part of the country before, and relished the sights and clear night sky.”
Rain has been falling for hours at Dip Flat Camp, creating deep and muddy puddles, difficult to avoid after the daylight fades. Sentries patrol the borders of the camp, alert to any night sights and sounds that might indicate an enemy threat. Conversations are muffled and kept to an absolute minimum. Suddenly a flash of light, someone yells, “Contact!” and fire control orders are issued to target the approaching enemy. R2/18 recruits are suddenly immersed into the heat of battle during Exercise ‘He Taua’.

The command is issued to fire ‘Para Illume’ flares to expose the enemy positions and after a short but intense firefight, the enemy retreats.

This Ground Defence and Core Military Skills exercise is just one part of the operational training and assessment the recruits are required to undertake during the consolidation stage of their initial training.

They are also faced with keeping their cool, in the face of simulated protests, a search and rescue exercise, sheltering from mortar fire and examining vehicles coming into the camp for explosive devices. During the week-long exercise, the recruits’ sleep is managed, they stand watch with nothing happening with short bursts of concentrated activity.

Shifts were carried out by each of four sections, and many were working on just five hours of sleep for every 15 hours on duty. The simulation of the operational environment places mental and physical pressure on the recruits. Sergeant (SGT) Jody Goodlad said when people were tired, their “true self” would shine through.

“It’s to see how they act while fatigued and under pressure and making sure they can still operate. Sometimes on base if you’ve got to get an aircraft up in the air, you have to work overtime to make sure it’s up to operational requirements, and we need to make sure they are capable of doing that.

“It’s also giving them a taste of operations and what happens – even the slow tempo stints. You sit there
sometimes in an operations room for 12 hours and nothing happens. But that's your job to remain alert in your head so you can keep on going.”

Aircraftman (AC) Shannon Huntley said the most challenging part of the Exercise so far had been the hours on sentry duty and sitting out in the cold for long periods of time. However, the training had been a highlight of the course so far.

“It’s pretty much what I thought it would be – just implementing things we’ve learned so far. I think we’re going to get less sleep than we have already – we’ve been getting only five hours. And it’s supposed to get colder too.”

AC Jack Everett said the exercise consolidated the skills they had learned during training.

“All our weapons drills and the team bonding that we’ve been working on back at Woodbourne, all the military skills that we’ve been learning. I was hoping for more sleep.”

The recruits were given a brief reprieve from the exercise when an NH90 helicopter flew in to give them an experience flying through the mountainous Marlborough terrain. The flight inspired AC Peter Faga, who will be starting training as an Aircraft Technician after graduation.

“Now I would like to go to No. 3 Squadron at Ohakea. The flight today was so much fun. It was my first experience in a helicopter – being up that high and seeing all those views was pretty awesome.”

AC Rylee Fafeita said the cold weather had been challenging for her, but she enjoyed the adrenalin rush during contact with the enemy.

AC Jerome Ah Kiau echoed AC Fafeita’s enthusiasm for the exhilaration of enemy contact.

“We'd all been waiting for it – I think we were a bit amped up on adrenalin after listening to other sections get into it – it was our first chance to jump in. At this point our reactions are becoming instinctual – we jumped into our drills straight away. It was really fun.”

AC Ryan Dawson said the lack of sleep wasn’t too much of a problem.

“So long as you keep moving and keep drinking water, so long as you stay warm. The most fun was the first contact last night and it made us realise we’re in the military now. It was quite interesting watching how – even though it was a hectic situation – there was a bit of calm and you do fall back on your training.”

Recruit Training Flight Commander Flight Lieutenant Jules Gilligan said the exercise was successful, not just in terms of training and assessment but also in the softer skills.

“Recruits showed the NZDF values; physical courage in the face of the adversity designed into the exercise, the commitment of working together as one team, and comradeship looking after one another.

“They showed they understood that they could achieve their objectives by working as a team, rather than as individuals.”

With only two weeks remaining of the course the recruits are looking forward, with anticipation, to their graduation as operators under trade training.
1. All the vital lifesaving equipment needs to be checked on a daily basis – all the equipment has a life span so even if it has never been used in an emergency, if the expiry date is due, it needs to be removed from service and replaced.

2. By 9am the fire staff are either heading to the gym for physical training or making up some circuits at the station. The level of fitness required to enter a fire with heavy protective clothing and breathing apparatus is very high, and the staff at Ohakea engage in physical training daily to keep at peak physical fitness.

3. The fire fighters need to have good knowledge of all chemicals and hazardous goods on base so that in the event of a fire, they know what they are dealing with. They have training with hazardous spills so they are ready for any events on base.

4. All NZDF personnel are to have formal instruction in basic fire safety and fire prevention as part of their recruit training. This needs to include what to do in a fire, evacuation procedures, and types of extinguishers and when to decide it is unsafe to try to extinguish the fire. The fire fighters do a great job of ensuring all persons are confident in recognising different types of fires and when it is safe to attempt extinguishing.

5. The day continues with fireys on call for any pyrotechnics or live firing on base. Training takes place, this can include school visits, and working with the medics to carry out motor vehicle scenarios to keep their skills and working with other Services sharp.
Our fire fighters are a vital part of the Air Force and every day they work hard keeping their training up to date. Here is a peek into a typical day of a firey.

6. Fire staff are required to carry out training with breathing apparatus in heat and smoke annually. This also gives the team a chance to perfect their teamwork skills. During this training firefighters are exposed to contamination of their protective clothing after being exposed to burning materials such as household furnishings, building materials and especially burning aircraft.

7. Fire and Emergency New Zealand have implemented the workplace carcinogen exposure programme to reduce exposure to substances in the smoke produced by fires. This initiative includes a clean cab policy. Following fire exposure, staff remove their contaminated clothing and bag it for specialised cleaning. They then don some disposable overalls for inside the vehicle to reduce any further contamination.

8. As the working day ends for most staff at Ohakea, the fire station staff are still continuing into the night. If night flying is on, the staff need to be awake and ready in case of a call out. Often, a medic will also be stationed at the fire station on standby until night flying has finished for the day. At times flying will continue until 2-3am and staff will be on duty until all flying has finished. This is when the staff working a 24 hour shift can make use of the beds upstairs for some rest.

So while the fireys aren’t actively putting out fires, they are very active training and preparation towards ensuring when they are required, they are ready and well prepared to protect the safety of all personnel on base as well as members of the public.
Two personnel from Base Auckland’s No. 230 (Mission Support) Squadron have recently spent time in Zvolen, Slovakia, taking part in a NATO Electronic Warfare trial. Both learned a great deal from the experience, but also found common ground with our European allies.

Corporal (CPL) John Lee and Leading Aircraftman (LAC) Nick Stafford took part in the three-week trial, which centred on aircraft self-protection systems.

“Nick went there as part of the network team, setting up and maintaining the computer networks while I was part of the analysis cell,” CPL Lee said.

The 14 other countries that were involved in the trial were Australia, the Czech Republic, Denmark, Finland, France, Germany, Italy, Norway, Poland, Slovakia, Spain, Sweden, Turkey and the United Kingdom.

The trial consisted of flying aircraft against weapon systems and measuring the effectiveness of their self-protection systems. These included platforms such as the F-16, F-18, Rafale, Gripen, and Lear Jet, which are not something you see every day in New Zealand,” CPL Lee said.

The participants worked long 13-hour days and operated on a testing range in tents and in blistering heat. Europe is suffering from a heatwave at the moment and most days reached about 37C with no air conditioning.

However, the experience taught the pair a lot and they enjoyed working with other NATO countries.

“It was an experience we hadn’t really had too much of before. Obviously language barriers created a few issues at the start but we quickly found commonality through the work and excitement of being there. It was really good for Nick and myself to interact with people from a lot of countries we don’t deal with normally,” CPL Lee said.

“Having never worked with the Slovaks, we had no idea what to expect and we were amazed at both their hospitality and humour. Seeing how they operate, it was interesting to see how similar it was to how we operate.”

Experiencing how a trial the size of the NATO one was run had the biggest impact on CPL Lee.

“We have never run a trial of this extent in New Zealand, so seeing one on such a large, international scale was a real eye opener for us and seeing the full extent of the administration, manpower and logistics - it was quite staggering. For Nick the biggest takeaway was seeing how other networks operate and interacting with other nations.”

The pair also found it valuable to form networks during the event. “Being able to interact with so many different nations in such close quarters proved beneficial to both of us as we were able to establish networks in both a professional and social sense.”
Woodbourne Firey Helps Combat Canada Wildfires

Woodbourne firefighter Corporal (CPL) Tony Morris’s first overseas assignment is likely to be a challenging one – he’s in Canada to help contain the massive wildfires in British Columbia.

A Senior firefighter at Base Woodbourne, CPL Morris is one of six New Zealand Defence Force firefighters sent to help contain the massive wildfires.

Three other Defence Force firefighters are supporting the multinational effort to battle the fires in the northwestern part of the United States.

CPL Morris said he was looking forward to contributing to the multinational effort to contain the fires.

The deployment to Canada, which is expected to be for at least a month, is his first for an operation overseas since he became a firefighter in 2006.

“We like to help out. We are highly trained in all aspects of firefighting, have the skills required, and will do our best to make a difference,” he said.

“It’s a great opportunity for me to represent the Defence Force, learn new techniques, and gain experience that I can share with other personnel upon my return.”

CPL Morris served in the New Zealand Army’s logistics unit for eight years until 2001. He enlisted in the Air Force in 2005, after being encouraged by a friend who was a Helicopter Loadmaster in No.3 Squadron.

“My father was a firefighter in Whanganui for 28 years, so he was very proud when I decided to follow in his footsteps. His work also instilled in me a public service mindset,” he said.

“The other thing that I like about the firefighting trade is that we are a very close-knit team. You can’t put out a fire on your own – you have to trust the person you are working with.”

In Canada, authorities have recorded 1,085 wildfires since the fire season began on April 1, burning more than 700 square kilometres of woodland.
When a 35-year-old Motueka man went missing in a large area of bush near Golden Bay, Base Woodbourne’s Emergency Response Group was ready to help in the police search.

Jason Campbell had been missing for four days when NZ Police requested support from about a dozen Air Force personnel.

Flight Sergeant (F/S) Garth Haylock said the group who responded to assist the police were a mix of experienced searchers and relatively new personnel with recruit course level experience.

“But obviously being military trained, they all knew enough to be safe in the environment and be effective searchers with good team leaders,” he said.

The personnel spent 12 hours deployed on the search, covering Harwoods Hole, the Upper Riwaka Valley and Takaka Hill where Mr Campbell’s vehicle had been left.

“So it was quite a large search area. We departed base at 5.30am and returned to Nelson at 5.30pm,” F/S Haylock said.

The initial taskings were based around formal tracks, but they also searched 20-30m either side in some places, venturing into steep terrain on each side of the tracks, sign cutting the area.

“In some areas, we did some door-to-door enquiries, so visiting residents in the region and checking around farm sheds and structures. We were able to complete a lot of tasks the police had open and eliminate some search areas.”

The Emergency Response Group are called on to help a number of agencies, including NZ Police, Civil Defence and the Department of Conservation.

The search for Mr Campbell was the second time this year that Woodbourne had assisted police with a search operation.

Another recent request came from the Department of Conservation, where security personnel were deployed overnight to help with a stranded whale.

“So the group is pretty adaptable and there for use,” F/S Haylock said.

He encouraged anyone interested in being involved in emergency activities to contact their base’s Emergency Response Group.
The Right Gear for the Right Time

Supporting all aircraft platforms as well as Parachute Training Support Unit (PTSU), the Technical Support Safety Equipment (TS SEQ) team ensures the right aeronautical safety equipment is in the right place, at the right time and is fit for purpose.

SEQ is split into two teams; modifications and configurations control. Recent projects in the SEQ domain have included replacements of several items of obsolete equipment, including the replacement of the MC-5 parachute.

A replacement was scoped based on customer needs and the RA-1 Advanced Ram Air Parachute Systems was selected and introduced in to service, delivering the ability to carry more weight and travel further than its predecessor.

The Armoured Life Preserver is another piece of equipment that was replaced, as its original design made it difficult to modify and customise for evolving requirements. A replacement was needed that would provide the flexibility to be modular in construction, which in turn could be used for different roles. The Air Warrior Survival Vest has now been introduced for use by No. 3 Squadron and will be rolled out to other units if deemed acceptable for their use.

An example of pan fleet support provided by the cell is the introduction of the RFD Survivor One Suit which is replacing the IC6000 Quick Don Immersion Suit for No. 5, 40 and 42 Squadrons. The IC6000 was no longer supported and a replacement was required to ensure over water capabilities were maintained. The RFD Survivor One Suit not only offers a suitable replacement for the IC600 but as it is stored pre-vacuum packed, freeing up stowage space in the P-3K2 Orion.

TS SURFACE FINISHING (TS SF)

TS SF is a branch of the TS SEQ cell that delivers support to, and holds a pan-fleet responsibility for all aircraft SF related configurations whilst dealing with the day-to-day SF issues. The SF team is available to provide guidance and direction to the maintenance wing paint shops as well as the squadron and Safety and Surface personnel. Much of their time is spent acting as the conduit between vendors and stakeholders – looking to future technologies and systems and where these can be best utilised. The importance surrounding the application of SF to aircraft cannot be understated as this can directly affect the weight and balance of it. An ongoing battle with aircraft are areas where the SF is damaged which, if left unchecked, could contribute towards localised corrosion that could reduce the useable life of a component or the aircraft.

A recent project for SF included being part of the residential engineering team overseeing the Boeing 757 repaints in Townsville last year. Added to this are tasks such as providing advice and direction for the new paint schemes of the Seasprite SH2-G(I) and the King Air KA350 as well as feasibility studies for A109 and NH90 repaints.
The Air Force engineering Master’s programme sees some of our engineers selected to undertake postgraduate studies in specialised fields. Flight Lieutenant (FLTLT) Sam Bradley was one of those shoulder-tapped for the opportunity and has recently graduated with a Master of Science (MSc) degree in Aerospace Vehicle Design (AVD) from Cranfield University in the United Kingdom.

I was fortunate enough to be selected by the Air Force to undertake an MSc degree specialising in aeronautical structural analysis. It sponsors two engineers each year to undertake advanced studies in one of four specialist streams for engineers: structures, avionics, propulsion, or software. Dependent on the stream chosen, each Master’s degree is generally one year in length, and undertaken at various universities across the United Kingdom. Cranfield University, where I completed my master’s degree, is one of the top aerospace universities in the world, and is highly regarded by industry.

The Aerospace Vehicle Design (AVD) MSc course is comprised of two main parts: a group design project, and an individual research project, both of which culminate with a written thesis and presentations to academic staff and industry. For the group project, all students work together to advance a conceptual aircraft through to the detailed design phase. This project takes place over six months and recreates a virtual industrial environment, bringing together students with various experience levels and different nationalities into one integrated design team.

For the individual research project, each MSc student works on a thesis topic that will contribute to academia or industry knowledge. The topic that I developed was based around assessing the fatigue characteristics of indentations to fuselage skin, which is a form of damage that is highly prevalent across the Air Force. The thesis included recommendations which will aid our engineers to quickly assess indentations and to justify continued operations with this type of damage.

I can say that the Master’s degree entailed significant academic challenges and was a significant step up from my previous bachelor degrees. For my efforts I was fortunate enough to be awarded the Joe Young Memorial Prize which is awarded to the top student of the course. This was very humbling considering the calibre of the international students who I studied alongside.

The Master’s programme is an incredible opportunity for motivated Air Force engineers wanting to expand their knowledge and become specialists in their chosen field. Advanced training opportunities such as this is one of the reasons I love being part of the Air Force, and I am sincerely grateful to them for their support.
Having a creative mind has proven to be a valuable asset while working for Training Technology at the Defence Force, Aaron Falvey reckons.

For the past 12 years, the visuals producer has been working in video production at Base Woodbourne, most recently at Defence College.

The educational ‘how to’ videos Mr Falvey produces are a vital part of military training.

“At the moment I’m working on a JOIC (Junior Officer Induction Course) induction video, which is going to be used to explain what the cadets are going to be involved in when they come to do the course, which is an exciting wee project.

“Another example would be injury prevention strapping videos, teaching people how to strap and prevent injury to limbs – that’s going to be a Defence-wide set of series of videos,” he said.

People might not think of the military as a career for option for creative people, but Mr Falvey said creativity was an important part in various areas including his own.

When he started working at the NZDF, Mr Falvey said there were far fewer civilians.

“Now I think we fit better and there are more specialist roles now that require civilians. And without us, it’s impossible to make it work. I feel we are valued members of the Defence Force and I certainly feel valued being part of the Defence College.”

His passion is producing and directing films and has worked on a number of them in his spare time. One day he hopes to make it his fulltime career and has been encouraged by the Defence Force to follow his dream.

“Work has been really supportive and I’ve been given some opportunities where I’ve been given leave to learn and experience career aspirations.”

By Rebecca Quilliam

Creative Mind in Military Space

#FacesOfYourForce
HELPING DEVELOP TODAY’S YOUTH

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

Five times a year close to 120 young people from around the country descend on Burnham Military Camp for a six-week course designed to help them develop life skills essential in today’s society. The Limited Service Volunteer (LSV) scheme began in 1983, and although run differently now, still provides young New Zealanders with the skills needed to gain employment.

The New Zealand Defence Force runs the courses in collaboration with the Ministry of Social Development (Work and Income New Zealand). Instructors on the course are from the Royal New Zealand Navy, New Zealand Army and the Royal New Zealand Air Force.

Officer Commanding, Youth Development Unit (YDU) South, Lieutenant Commander (LTCDR) Grant Boore said the LSV course provides youth with a supportive learning environment and well trained staff.

“We build in our trainees the basic behaviours and attitudes that employers look for in skilled and unskilled employees. We give them experiences that build on the NZDF values of Comradeship, Courage and Commitment to achieve the LSV programme goal of increasing the number of people entering employment or training by improving their self-discipline, self-confidence, motivation and initiative. “We see these as values that underpin a good employee in any work environment,” he said.

The Minister of Defence recently announced funding to support doubling the numbers of trainees going through the LSV programme from 800 to 1600 annually. Construction on a new youth development facility at RNZAF Base Whenuapai has already begun construction to help in the increase of trainees.

“This is an exciting opportunity for us to increase our commitment to the development of young people in our community.

“It means that the YDU staff can continue their personal development and leadership skills and take those skills back to their units and trades,” said LTCDR Boore.

There are many successes from the LSV programme in its 35 year history including the most recent course’s Police Mentor having completed the Burnham LSV course in 2010.
Braden Rowe, 18, said the first few weeks of the course were the hardest of his life, but he was now inspired to apply to be an Air Force helicopter loadmaster.

“Continuing on the course is challenging and you do surprise yourself with what you can do and what you are capable of, and I have pushed myself harder than ever before. It has been a pretty big adventure.”

The course had given him the opportunity to meet different people with different stories from across the country.

“The most important thing I will take away is resilience, going through the hardest things like the longest day activity. Going through that with a positive mind-set was really helpful, so resilience is a big thing I will take home.”

A TOAST TO THE HOST

Host Nation

A nation which, by agreement; receives forces and materiel of other nations operating on/from or transiting through its territory; allows materiel and organizations to be located on its territory; and/provides support for these purposes.

Air Power in Action
COMMEMORATE ARMISTICE 100 YEARS ON

Pre-order your circulating 50 cent coin at nzpost.co.nz/armistice
DONATION 101:
DONATING PERSONAL ITEMS TO THE AIR FORCE MUSEUM COLLECTION

By Emma Meyer, Registrar

You might think a lonely boot from World War II seems like an ordinary collection item with no story to tell...

On the night of 21/22 June 1943, Flight Lieutenant William (Bill) Henry Hickson lost this boot when he bailed out of his Halifax bomber. It was recovered by a Dutch civilian and incredibly returned to Bill in 2009 – on his 87th birthday!

It’s donated items, like Bill’s boot, that allows us to share the stories of the men and women who have shaped New Zealand’s military aviation history. Just as importantly, it’s often rewarding and satisfying for donors to transfer an item to our care. The process of donating items to the Museum is straightforward - but not as simple as dropping them off to our welcome desk! In fact, it’s a legal transaction as a change of ownership is required.

To assess an item’s suitability for our collection we follow four main steps:

1. The donor confirms they have legal title to the items they wish to donate (meaning it’s theirs to give) and are willing to transfer that title to the Museum.

2. The donor provides as much background information about the item as possible. This is to help inform our assessment process, and to evaluate the item’s potential for use in exhibitions and displays, its ability to assist researchers, and support the development of education and public programmes.

3. The Museum’s curatorial team make a donation assessment.

During this process we think about the significance of the item, its provenance and how it fits within our collection, any ethical considerations, the condition of the item, whether we have examples already, and factors around its storage or long-term care.

4. An Article Donation Form is completed

Once the assessment process is complete, we will let you know if the item has been formally accepted or declined. For accepted items an Article Donation Form will be completed to legally transfer ownership.

Has the story of Bill’s boot or anything pictured here reminded you of RNZAF-related items hidden away in your ‘collection’?

Remember, it doesn’t need to be from World War II to be worthy of donation – we are equally interested in collecting material relating to the more recent past. If you are interested in finding out more about the process of donating items to our collection for their long-term preservation and care, please contact Emma Meyer:

T: (03) 343 9516 E: research@airforcemuseum.co.nz

1. RAF 1940 Pattern Flying Boot, worn by FLTLT Bill Hickson
2. A selection of recently-acquired items, all from different donors
3. Personal collection of FGOFF Cecil Hawker, donated by his family
The first new barrack block since World War II was opened at Base Auckland recently. It replaces barracks built at Base Auckland in the 1940s and incorporates many sustainable design features. The old Vincent block barracks (named after the RNZAF’s Vickers Vincent) was demolished to make way for the new with construction starting in February 2017.

Sustainable design features include 34 solar panels on the roof, double glazing for the windows and a grey water system for the toilets.

The new barracks have 36 bedrooms (of about 4.5 square metres) and is intended for junior rates and transit personnel. It includes four wheelchair accessible bedrooms and two bathrooms for people with disabilities, and a communal kitchen and lounge with television and fridge in each area.

The barrack was opened by the Deputy Chief of Air Force, Air Commodore (AIRCDRE) Mark Brunton and the Head of Defence Estate and Infrastructure, Deb Godinet as part of the Defence Force’s upgrade of our camps and bases under the Defence estate regeneration programme.

“Safety was a high priority for this new barracks,” AIRCDRE Brunton said at the opening.

That included the safe physical, spiritual, family and mental health of the residents, he said.

Each block is a fire cell using concrete block foundations and masonry, to prevent a fire spreading to other parts of the building with a safe exit zone in the middle. Rainwater is captured from the roof, collected in a water tank at the back of the block and is used for a grey water system in the toilets.

The solar panels on the roof generate power that can be used during the day to lower emissions and the carpark has permeable spaces that soak up and disperse the water slower into the stormwater system.

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**ENTITLEMENTS**

**Conditions of Service and Employment**

**Defence Human Resources Policy**

DHR Policy leads policy development on HR entitlements and provisions.

For example: accommodation assistance, leave, postings, travelling expenses, etc.

**Where do I go for HR help?**

- **Guidance**
  - HR Toolkit
- **Transactions**
  - DSSG
- **Orders**
  - DFO 3, 4, 5, 16
- **Advice**
  - HR Advisors
- **Transactions**
  - HRSC
- **Policy Development**
  - DHR Policy

**Policy**

Technical amendments Contact:
DHRPolicy@nzdf.mil.nz

Policy suggestions refer:
DFO 3, Part 13, Chap I: NZDF Suggestion Scheme

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**Defence Human Resources**
You may have seen stories in the news recently about asbestos being discovered in buildings around the country. The New Zealand Defence Force (NZDF) is not immune to this and we have to plan for how we will deal with asbestos in buildings on our camps and bases.

Defence Estate and Infrastructure (DEI) is responsible for the maintenance of our buildings around all camps and bases. If work is required to be done on a building you work in then DEI need to be notified beforehand to ensure there is no risk. If your workplace structure was constructed prior to 2000, a pre-refurbishment asbestos survey will be required prior to any work commencing.

Below is some useful information on the history of asbestos, regulation of asbestos and the way NZDF will manage asbestos.

**History of Asbestos**

- Asbestos is a natural fibrous material that is a hazard when it becomes airborne.
- Raw asbestos was first imported to New Zealand in the late 1930s and was used in manufactured products here until the mid-1980s. The importation of raw asbestos was banned in 1984 and the importation of asbestos-containing products was banned in 2016.
- The Air Force has a special approval for the importation of certain asbestos-containing products for use in aircraft.
- Asbestos was used extensively through the period in which our camps and bases were constructed. Much of this material remains in place and poses little or no risk, provided it is maintained in good condition.

**Regulation of Asbestos**

- In 2016, the Health and Safety at Work (Asbestos) Regulations were introduced to manage asbestos. It requires asbestos to be identified or presumed in the workplace - including buildings and soil. Where asbestos has been identified or presumed, an Asbestos Management Plan is required.

**Managing Asbestos at NZDF**

- DEI is currently updating its orders and instructions to comply with the new requirements. DEI hold a national asbestos register which details items presumed to contain asbestos. This is accessible on the Intranet via the DEI Services Hub under ‘plans and registers’. The Facility Management Contractors also hold a register for each camp and base. Whilst these registers should be viewed prior to undertaking any work that may disturb them, they are not sufficiently reliable. As an interim measure, asbestos must be presumed to be present unless laboratory testing demonstrates otherwise. For minor or routine activities, the work can proceed if safe work procedures are in place.

DEI have a dedicated Asbestos Manager who can be contacted at asbestos@nzdf.mil.nz for any advice or information.

As well as that Worksafe has a number of resources on its website that can give you more information http://worksafe.govt.nz/topic-and-industry/asbestos/.
Flight Sergeant Ahead of the Race

By Rebecca Quilliam

Flight Sergeant (F/S) Bruce Thompson and seven other cyclists raised about $65,000 for the Mental Health Foundation after riding the Tour de France course, just one day ahead of the official race.

“It’s pretty incredible. We’re hoping to raise some more by putting out a documentary of the trip to show in theatres,” he said.

The man who came up with the idea was keen amateur cyclist Jonathan Douglas. He advertised the idea late last year and from about 100 candidates he picked eight to ride the 21 stages of the 3500km route. He also arranged for Olympic medallist and former pro cyclist Hayden Roulston to coach the small group.

“I think at the beginning Roulston was a bit sceptical, but by the end of it he thought we might manage,” F/S Thompson said.

The group stayed a day ahead of the racing cyclists the whole way, but took a bit longer to reach the same goals.

“So we’d ride and it would take eight hours and they would ride the same course the next day and it would take about four hours.”

The group’s ages ranged from 40–55, with the 52-year-old aircraft technician from Base Auckland one of the oldest.

“Some days were really hard and there was one day where I wondered if I was going to make it to the top of the Col (mountain pass), but it was a case of keep pushing and eventually I’ll get there. I was going slowly, but I got there eventually. It was hard work.”

He took up the cycling challenge for two reasons, the first as a personal test and the second to help people who were suffering silently from mental health problems.

“When I first decided to do it I thought I hadn’t been affected by mental health, but then I thought about it and realised that years ago I lost a cousin to suicide. I think probably most people have been affected in one way or another.”

And there were no regrets in going through with the challenge, he said.

“There were some absolutely beautiful places. The bit that I remember the best was on the last major climb of the whole Tour where the road passed along a cliff face, the view was green pastures, but then the mist rolled in, cow bells rang and it was a magical atmosphere.”

Air Force News
2018 NZDF CYCLING INTER-SERVICES & LAKE TAUPO CYCLE CHALLENGE
TAUPO: 23–24 NOVEMBER 2018

FRIDAY 23 NOV 18:
NZDF Cycling Inter-Services Criterium street race between RNZN, NZ Army and RNZAF teams + Police

SATURDAY 24 NOV 2018:
Lake Taupo Cycle Challenge
The iconic annual cycling event held in/around Taupo.
Challenges include road and off-road MTB events.
Team challenges available.

For information on NZDF involvement and the discount code contact:

General Information: Dean Hodgson
RNZN: LTC DR Rowan Brown
NZ Army: MAJ Brett Grieve
RNZAF: Allan Jenkinson

Visit www.cyclechallenge.com for event details or to enter.

AIR FORCE
Multisports Clothing

To buy Air Force cycle and multisport clothing check out:
http://customorder.tineli.com/order/ziwcl/catalog

ORDERS CLOSE 19 SEP 18
Air Power Development Centre Quiz

Q1: What is the world’s largest cargo plane?

Q2: Air mobility is a core role of air power, what are some of the sub-roles of air mobility?

Q3: Name three core activities of No. 5 Squadron RNZAF.

Q4: What role does the Sukhoi SU-34 Fullback undertake?

Q5: Name a battle honour of No. 40 Squadron RNZAF.

Q6: According to the New Zealand Strategic Defence Policy Statement 2018, what factors are shaping the Asia-Pacific region?

Photo Of The Month

The Defence Force doesn’t just operate 9 to 5, Monday to Friday. It’s in the middle of the night, in the pouring rain that the mahi is being done and it’s often there in those conditions that we’re able to get some of our best photos.

Photographer, SGT Sam Shepherd

Notices

HQNZDF INTERNSHIPS 2018

Are you a serving Reservist about to complete your university studies?
The HQNZDF Reserve Force Internship Scheme (RIS) will provide selected NZDF Reservists with an internship at an NZDF base or camp 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

SAFETY AND SURFACE TRADE REUNION 2018

Calling for registrations of interest for the Safety & Surface Trade reunion.
Open to all past & present S&S trade members, partners & family.
Register your interest at: RNZAF.S&S.REUNION@nzdf.mil.nz
Or Post to: Safety & Surface Trade Reunion, Maintenance Support Squadron, RNZAF Base Ohakea.

The Missing Wingman Trust are looking for some help.
They’ve got a website, you’ve probably seen it, but we need someone who can help us keep it up-to-date with the latest stories about who we’ve helped and details about up-coming fundraising events. We currently use wix.com for web design, but we’re open to a conversation about alternative options for developing and enhancing our existing website. In particular, we’d like to improve interaction on our website and make it easier for supporters, followers, and those needing some help to get in touch with the right people at MWT. If this is your area of expertise, we’d love to hear from you. For more details head to www.missingwingmantrust.org.nz/help-us
Q7: Name two factors that can determine how easily an object can be seen.

Q8: What aircraft type is replacing the RNZAF B200’s?

Q9: What is the name of the Japanese Air Self Defence Force (JASDF) aerobatic team?

Q10: What aircraft is the JASDF replacing the F-4EJ Kai (Phantom) with?

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

ENTRIES CLOSE 14 SEPTEMBER

Email NZDFSafety@nzdf.mil.nz for more info