NH90S TEST WATERS IN AMPHIBIOUS EX

ORIONS READY FOR COMBAT

AIRMAN OF THE YEAR ANNOUNCEMENT
Recent capability announcements will demand the balancing of the day-to-day delivery of air power in the present with the need to shape our service for a period of change that we know is coming in the not too distant future. This will be a key focus of my time in command of the Air Component. I look forward to working with you all in navigating this period of transition which will require trust across all of the team if we are to successfully position our Air Force for future success.

As we approach Christmas and a well-deserved period of relaxation, I wish you and your families all the very best. I encourage you to make the most of this recharging period and also that you keep safe in all you do.

By Air Component Commander Air Commodore Tim Walshe
Our Collective Purpose

NH90s Test Waters in Amphibious Exercise

By Rebecca Quilliam

Soldiers descend on ropes from an NH90 helicopter onto HMNZS Canterbury
The exercise simulated a combat situation that culminated in troops descending quickly on ropes, under the cover of darkness from two NH90 helicopters to the Royal New Zealand Navy’s strategic sealift ship HMNZS Canterbury while it was under way.

A P-3K2 Orion surveillance aircraft, two sea boats and a platoon of soldiers also took part in the exercise.

“The scenario required all those assets to operate as one task group to overcome a threat,” former Joint Forces New Zealand Commander Major General Tim Gall said.

“It was a test of how well we can coordinate various assets to achieve a combat mission. It was also a test of how effective our intelligence and communications are in fast-evolving situations.”

NH90 pilot Flight Lieutenant (FLTLT) Andrew Stewart said it was the first time the NH90s had completed that type of exercise and it was valuable to test the interoperability of all units involved.

“It’s more difficult to achieve the correct timings than a land based target because the vessel is constantly moving. We want to intercept the target at a specific location and time, but the location is always changing.”

The exercise also involved night flying, adding an extra challenge in the air. Luckily, the NH90 helicopter is perfectly suited to this kind of flying. The automation and other systems on board not only make the task a little easier than it was on the Iroquois, but they make it much safer. Judging height over water on a dark night can be very challenging, but the NH90 can maintain its own height over the water and has safety features which stop it inadvertently descending.

A helicopter loadmaster signals the troops to disembark the aircraft

NH90 helicopter loadmaster Sergeant (SGT) Neil Chappell said the key moment for the loadmasters was the immediate run in to the ship.

“We were flying low, which, on a dark night, can be challenging,” FLTLT Stewart said.

With about 100m to go with the helicopter moving forward, the pilots need to trust our verbal commands to move the aircraft into position that is safe for the assaulters to fast rope down onto the ship.

“The pilots are really switched on and they can put the helicopter wherever we’re telling them to go. It’s just making sure we predict and anticipate the spot because the ship is moving. The more the ship is moving, the harder it is.”

A vital aspect of the exercise was keeping the helicopter flying at the same speed and direction as the ship, SGT Chappell said.

Squadron Leader (SQNLDR) Blair Walmsley was the Tactical Officer on the P-3K2 Orion.

The crew’s role was to locate the target vessel, track it and report any activity on board that was observed, he said.

“The exercise could be training for any non-compliant boarding, or a vessel hijacking scenario.

“It’s also very similar to a peacetime or benign SAR (search and rescue) scenario, where we need to get another vessel or helicopter to someone in distress. The pure mechanics of what we’re doing, in terms of how we use our sensors and fly the aircraft, do not differ much.”

Our Collective Purpose
Exercises

Orions Test Combat Capability

Bombing training at Kaipara Air Weapons Range
Exercises

By Rebecca Quilliam

High explosives detonating on a remote North Island beach aren’t a common sight in New Zealand, but recently a week-long exercise saw more than a dozen bombs land at the Kaipara Air Weapons Range. Standing at a safe distance, Air Force News went along to experience the power of the high explosives.

There’s something a bit primal about watching a P-3K2 Orion fly in overhead, drop a bomb on target, see the sand explode in an eruption of fire and smoke, then wait... wait... wait... and finally the sound of the boom hits at the same time as the energy released.

It’s raw and powerful for a bystander, but the exercise’s main aim is to ensure our personnel remain proficient in anti-surface and anti-submarine warfare.

During the training 14 bombs, each weighing 500lbs, were dropped onto the range from a P-3K2 Orion. They had earlier been prepared and loaded onto the aircraft by Air Force armourers at Base Ohakea.

Crews from No. 5 Squadron, armourers, maintainers and explosive ordnance personnel were also involved in the exercise.

No. 5 Squadron Operations Flight Commander Squadron Leader Mark Chadwick said the training was the culmination of our combat capability.

“It’s for air and ground crews to gain currency and proficiency in preparing, loading and deploying the weapons from the aircraft.

The bombs are dropped from either the aircraft bomb bay or the wings, normally from between 500-1000ft over the range. “They’re designed to arm and detonate on impact with the ground.”

The training also helped the explosive ordnance personnel who are there to explode any bombs that do not detonate.

“Every training we have, there are a small percentage of weapons that don’t explode. We’ve got contingency procedures for that where we get personnel in there, find the weapon and dispose of it appropriately.”

The exercise was another reason there was a 24/7 public ban from the range, Squadron Leader Chadwick said.

“The explosions are quite significant.”

No. 5 Squadron Air Ordnance Specialist Sergeant Richard Vial said to maintain capability, there needed to be a “familiarity” with the weapons and operating with them and around them.

“So we need to know who to talk with to make that happen and getting the armourers involved. It’s great for the younger guys to get to know people from other units in the Air Force too.

“The whole process keeps everyone familiar, so if it’s ever needed, we can execute skillfully.”

The exercise overall was deemed a success, he said.

“We met all the training objectives we were looking to get out of it. It’s always interesting to see it for the first time and having the sound and the shock wave hit about eight seconds after the bomb lands.”

Aircraft captain and Qualified Flying Instructor Squadron Leader Rod Olliff said the exercise also demonstrated to other countries that New Zealand had the capability to drop high explosive bombs from a fixed wing platform.

“But the physical act of dropping the bombs is a very small part of an extensive process involving input from plans, logistics, operations, armourers and maintenance personnel. This exercise also helps to develop our organisation’s war fighting ethos.”
Before the bombs drop from the P-3K2 Orions, there is a team of Armament Technicians on the ground inspecting and assembling them into configurations required by the squadrons – in this case as a depth bomb for dropping into the sea. Air Force News chats with some of the armourers who spend their days surrounded by high explosives.

Weighing in at 500 pounds (227kg) and reaching almost 2m in length, the Mk 82 bombs that are dropped from the P-3K2 Orions pack an impressive punch, Sergeant (SGT) Tony Nicholson said.

The three explosive components that make up the weapons – the bomb, adapter booster and fuses – arrive at Base Ohakea from Waiouru and, along with the non-explosive components that are stored at Base Ohakea, are assembled by the team.

The exercise, Ika Paakaa, involves units from Base Ohakea and Base Auckland and is crucial for keeping the armourers’ qualifications current, as well as allowing them to keep their authorisations, SGT Nicholson said.

“It’s also great experience for the guys who have never done it before. Once we’ve got them all done then we transport them up to the P-3K2 and the No. 5 Squadron armourers take over and they load the aircraft.”

Corporal (CPL) Eli Glazebrook said it might look like dangerous work, but the level of danger was reasonably low.

“All the explosives and the weapon systems have built in safety devices. The biggest danger is if somebody made an error and they dropped a bomb – the danger wouldn’t be the bomb exploding, it would be the person crushing their foot.”

Leading Aircraftman (LAC) Shaun Lindsay said the team inspected the condition of the equipment that came in, including the bombs, tails and fuses and the assembly and final sign-off.

“It’s really neat to see the final product in action.”

Aircraftman (AC) Josh McDonald said it was the second time he had taken part in that type of exercise.

“It’s pretty cool, not many people can say they work with high explosives.”

“I love it when these training opportunities come up to be able to do it, because while I hope we never actually need them, if we ever do, we need to know what we’re doing.”

The training was the first time for Aircraftman (AC) Jono Martin, who said it was what he joined up the Air Force to do.

“I told my fiancée last night and she was a bit worried. People have a negative idea about preparing bombs, but it’s actually very safe. It’s a little bit nerve-wracking, but we learn about all the safety devices built into the components.”
The detachment supporting the United Nations Security Council resolutions imposing sanctions again North Korea has finished its mission. The deployment involved a P-3K2 Orion and 44 personnel based at the United States Air Force Base, Kadena, in Okinawa, Japan, plus two NZDF personnel at the supported headquarters in Tokyo. They completed nine operational sorties during the mission that lasted just over a month.

Detachment Commander Wing Commander (WGCDR) Danny Lazet said they were looking for receiver vessels and supply vessels, illegally transferring petroleum or coal. "The mission was essentially looking for a specific piece of hay in a haystack," he said.

"There’re thousands and thousands of boats and most of the vessels we are looking for look like ordinary merchant vessels. It’s very hard work and at night it’s even harder, but our sensors help us find specific features on the boats."

Despite the challenge of the deployment, the team was successful in finding some of those vessels, WGCDR Lazet said.

Our mission was to deter this illegal activity and the mere presence of the Orion helped in that goal.

"But if we did see illegal activity, we would take photos that would be used as evidence against North Korea." The evidence would be provided to the United Nations and also used to take legal actions against ships involved, such as deregistering them.

Despite the low public profile of the operation, the post-mission briefs produced by the mission support team were of the usual excellent standard and were used to brief senior officers and officials in both New Zealand and other contributing nations, WGCDR Lazet said.

The deployment did meet a number of challenges, including two typhoons to hit Okinawa.

“Both times we had to fly the aircraft to Yokota Air Force Base in Tokyo to protect it, because we couldn’t put it in a hangar. The first typhoon went up through Japan towards Tokyo and so we had to fly to Guam to avoid it – we were chasing our tails to get out of the way,” he said.

They also encountered fishing boats that pointed commercial-strength lasers at the aircraft to keep it away from the area to stop it from scaring the fish away.

“Even though it might not be malicious, they could still do damage to eyes. We were able to use laser-protection glasses to help mitigate that. That was one of the many curveballs that came our way.”

The maintenance team had their work cut out for them late in the deployment fixing a technical issue in less than ideal conditions. “They got it fixed in conditions that weren’t the best for them because we didn’t have a hangar to put the aircraft in. But they did a great job.”

It was a demanding mission in a “busy and dynamic” environment, WGCDR Lazet said.

“The crew who went up had recent experience in the Middle East and that really paid dividends because that’s a really busy part of the world too.”

The enforcement of UN sanctions is vital if they are to achieve their purpose of encouraging North Korea to pursue denuclearisation, and this is an important activity by the government, he said.

“The Air Force is proud to be able to support the Government in these efforts through this highly valued operational deployment.”
“CPL Gilbert is a positive role model, mentor and exemplar to junior medics, and is highly regarded within the medical community,” AVM Clark said.

Service runs in the family for Airman of the Year Corporal (CPL) Kim Gilbert – her father was a police officer and her brother is in the Army.

CPL Gilbert, a senior medic at the Ohakea Defence Health Centre, says she was “a little overwhelmed” to receive the award.

Chief of Air Force, Air Vice-Marshal Andrew Clark, announcing the award, said it recognised CPL Gilbert’s consistently positive work ethic through a range of challenging situations, including on search and rescue missions, on exercises and as a sole charge medic. She has also helped members of the public, including after two crashes.

CPL Gilbert joined the Air Force in 2012 after taking a year off following high school. She grew up playing sport in a tramping and camping family, and the physical nature of the NZDF appealed.

She says she’s had a number of opportunities in the nearly seven years since joining, including going to France and Belgium earlier this year for First World War commemorations.

“It’s all about the people you meet, making connections and friendships,” she says.

CPL Gilbert is currently studying towards a Batchelor of Health Science (Paramedic).
Leading Aircraftman (LAC) Hayley Hutana has been named the NZDF Individual Sportsperson of the Year. The honour came at the NZDF Sports Awards and recognised her talents in rugby, touch rugby, rugby sevens, volleyball and basketball. Her nomination said she was the “ultimate team player” and demonstrated comradeship both on and off the field.

It meant everything to receive the award, LAC Hutana said. “Having a really supportive chain of command has allowed me to play and participate in numerous tournaments throughout the year. They have been really supportive, and it means a lot.

LAC Hutana was humbled by her win, especially given the calibre of the other athletes nominated for the Sports Awards. She said she had always been sporty, and enjoyed both training and playing.

“I have two older brothers and growing up with them, it was always lots of fun and I guess they helped me to develop the love I have for sport,” she said.

At NZDF level, LAC Hutana was selected to play for the women’s rugby sevens, basketball and rugby teams.

She represented the RNZAF at inter-services level in basketball and rugby, and was named most valuable player for the latter. She was also selected for touch rugby but was unavailable.

LAC Hutana also played for the Manawatu women’s rugby sevens team, which won the National Championship, and the Tasman Makos women’s rugby team.

Her other representative achievements include playing in the Tasman women’s club rugby competition; her team was the 2018 champions and she was named Tasman rugby player of the year.

LAC Hutana’s nomination said she used a “laidback leadership style to create a positive and friendly team culture”.

“People want to be in her team because of her personality and attitude – not to mention her sporting prowess,” it said. LAC Hutana is the Sports nomination for the NZDF Person of the Year following her win.

The Awards also brought recognition for Aircraftman (AC) Isaac Murphy, who was named Emerging Sportsperson of the Year for his running achievements.

His successes on the track, cross-country and road throughout the year included winning the Wellington Regional Cross-Country Championships and the Wellington Round the Bays (6.6km), coming third in the National Half-Marathon Championships and fifth in the NZ Track Championships 5000m.

Many of his successes were achieved while he was undergoing his Avionics Advanced Course at Base Woodbourne.

“It came as a surprise as it’s my first time attending one of these awards. I’m really thankful to my coach for his support, and to God for giving me legs to run and the ability,” he said. AC Murphy also thanked the Air Force and his family for their ongoing support.

NZDF civilian employee Ryan Jones, a ground support engineering technician for the Air Force, was named Sports Official of the Year for basketball refereeing.

Mr Jones has been refereeing since he was 12 and now, aged 29, is one of only four Federation of International Basketball Association accredited referees in New Zealand and has controlled games at the Gold Coast Commonwealth Games. But he’s not finished yet.

“Any athlete would love to make it to the Olympics, so that’s the ultimate goal. There’s a long way to go … but you’ve got to have a dream and you’ve got to strive to achieve it, so that’s where I’m going, hopefully,” he says.
Innovation of the Year

An aviation fuel buying system that has saved the New Zealand Defence Force hundreds of thousands of dollars has earned Flight Lieutenant (FLTLT) Samuel Hatrick the Defence Force’s Innovation of the Year 2018 award.

At a surprise presentation at No. 40 Squadron, the Chief of Joint Defence Services, Charlie Lott announced him the winner.

“Sam’s system for quickly and easily calculating fuel savings has already saved the Defence Force more than $400,000,” he said.

FLTLT Hatrick identified that fuel costs represented a large proportion of No. 40 Squadron’s operational budget. As the Boeing B757 is the NZDF’s strategic airlifter this is a significant opportunity for cost savings, he said.

“He discovered commercial airlines use the practice of tanking fuel and he created a spreadsheet to show planners when that is necessary on a particular task,” Mr Lott said.

FLTLT Sam Hatrick said he did not create a ground-breaking mathematical algorithm and he didn’t conduct any “outlandish testing” on the aircraft to prove or disprove any theory.

“The effect of that quantifiable result gives our planners reason to tanker fuel or not to; not to mention reduce fuel costs in an ever more costly world,” he said.

Reservist of the Year

The NZDF Reservist of the Year RNZAF Mentor Programme Manager Warrant Officer (W/O) Tracey Melvin is honoured to receive the award but says it’s very much a group recognition.

W/O Melvin leads a programme that achieved a Gold Standard Accreditation Award from the European Mentoring and Coaching Council this year – for the second time.

DRYS assistant chief Captain Simon Rooke described her as extremely efficient and highly motivated, displaying superior talent and industry in completing all tasks.

“She possesses exceptional organisational and planning abilities, and her work continues to meet with considerable success,” he says.

But W/O Melvin insists it’s a group award. “It’s about the programme and the people I work with,” she says.

W/O Melvin says 79 per cent of millennials want to be mentored, so the programme is a way of retaining them and looking after our people while giving them career progression opportunities.

“What I’ve seen so far with the mentoring programme is how driven some of these young people are,” she says.

“Seeing the young people of today actually be driven by passion and commitment to the Services has been amazing. We have such a diverse group within our programme, it’s just fantastic to be a part of.”

Offering young people those opportunities is something dear to W/O Melvin’s heart, having spent several years in recruiting and given her daughter is in the Air Force and her son the Army. She lives on a lifestyle block near Levin with her electrician husband, Craig Procter, and between work, family life and managing her 2ha garden she volunteers at the Levin RSA and the local hospice.

“I just love working with people,” she says.
The Duke and Duchess of Sussex, Prince Harry and Meghan Markle, took the country by storm during their recent visit and equal levels of excitement were felt in the squadrons and units that were tasked with looking after them.

The pair arrived in New Zealand on a Boeing B757 from Sydney, flown by pilot Flight Lieutenant Tom Tuke. He said the whole crew was excited about their high profile passengers.

“It was also fun to see a big crowd greet us at Wellington, so there was a special buzz.”

The couple thanked the crew before they disembarked, he said.

“In terms of the flying you just have to get into the mind-set that it’s just a normal flight and you forget about who’s behind the door and fly normally.”

No. 40 Squadron aircraft technician Corporal Emily Pilcher said they were expected to fix anything that came up as fast as they could, but there was a focus on the ensuring the aircraft was ready before it left.

“There’s always a bit more pressure with a high profile task, but for us it was still our normal work, we do our best for every flight.”

Wing Commander Ceilidh Martin, Mission Commander for the flight, said back up aircraft were provided for the tour, which placed an extra layer of requirements on the team.

“Because it was a novel situation, I think there was an extra buzz – especially with the Duchess of Sussex arriving as well.”

Security Force Sergeant Craig Purvis said the team worked hard during the visit, with aircraft and terminals needing 24-hour security.

“It was a pretty big job. The main thing was maintaining the aircraft and the facilities the royals used throughout the tour. “We’re involved in every royal tour and there’ve been a few over the last few years. This one was a relatively short one, but our responsibility was the same.”

During their visit, Prince Harry and Meghan were flown by an NH90 helicopter to Abel Tasman National Park. NH90 Pilot Flight Lieutenant Hamish Reichardt said it was a “pretty awesome” opportunity for them.

“There was a fair amount of protocol, security and planning that went into it.”

During the flight, crew opened the doors for the couple while they flew over the picturesque Marlborough Sounds and they took the opportunity any tourist would take and grabbed photos of the stunning view.
No. 42 Squadron has bid a fond farewell to its fleet of King Air B200 aircraft and welcomed the modern King Air KA350s.

The new aircraft brings with it the capability to carry out training for Air Warfare Officers (AWO), who had previously been required to travel to Australia to complete their training. The modern aircraft also brings with it a 25 per cent seating capacity increase and payload capacity, which allows more fuel to be carried and gives a greater range.

Warrant Officer John Beere said three of the new models had arrived earlier on base and the forth had recently arrived.

A major advantage of the KA350s was that pilots would be trained on a more advanced aircraft that has better performance than its predecessor.

“The King Air B200 derivative has been around for 20 years,” he said.

“This is our second tranche of them. The ones we currently have, have been around for about seven years – they replaced the original 18 series. We’re excited about the new ones. It’s like a new tool.”

As well as the day-to-day graft, the King Airs have also taken on some important operational roles in the past.

When Tropical Cyclone Winston devastated much of Fiji in 2016, King Air crews flew reconnaissance flights to assess where much of the damage had occurred. They also worked with the agricultural sector of the Fiji Government to get seeds to Fiji so crops could be re-established.

No. 42 Squadron’s History

- Formed 75 years ago as a communications service
- Disbanded in 1946 but reformed in 1950 with Harvards, Austers, Avengers, Oxfords, Devons and Mustangs
- In the late 50s the squadron’s inventory comprised Dakotas and Devons
- It’s role is now multi-engine conversion courses, VIP flights and transport flying
- In 1977 Andovers replaced the Dakotas
- Twenty years later the squadron welcomed the King Air B200
- This year the B200s were replaced by a fleet of King Air KA350s

By Rebecca Quilliam
A C-130 Hercules has transported about 230 kilograms of textbooks and school uniforms, donated by an Auckland school, for a primary school in Papua New Guinea.

Acting Air Component Commander Group Captain (GPCAPT) Daniel Hunt said a Hercules, on a scheduled flight to the Pacific, delivered the donated school supplies to Port Moresby.

“Books are an important resource for learning and we are pleased that we could help hundreds of Papua New Guinea children access these resources.”

Marina View School principal Maurice Young said the school was donating school uniforms, maths resources, junior journals and pencils to Onamuna Community School in Papua New Guinea’s Eastern Highland province.

“We understand that the school doesn’t have access to a lot of teaching resources and does not have Internet, so we hope giving them the hard-copy teaching resources would benefit the children.”

“We are boxing up more journals and teaching resources and hope to ship them over,” Mr Young said.

Onamuna Community School is a primary school for students from grades 3 to 5. The school opened in 2017 and has about 250 students.
RNZAF on board with Nanogirl

By Squadron Leader George Magdalinos

Working alongside nanotechnologist and science educator Dr Michelle Dickinson, also known as Nanogirl, is a perfect fit for the Air Force’s Project Tangata Kanorau*.

The social enterprise she and her husband Joe Davis have developed, Nanogirl Labs, fundamentally believes that the wonders of science should be accessible to all kids, irrespective of their personal circumstances.

Their outreach programmes such as the Nanogirl live science show helps ensure they are reaching and engaging more than 30,000 young people annually. Dr Dickinson and the Nanogirl Labs team are passionate supporters of the RNZAF and have invested their time and energy in multiple different ways over the last several years. One way we have recently been able to support this partnership is by transporting their live science show to the South Island.

Using a flight that was already planned, we were able to move about 2000kg of equipment of all shapes and sizes between Whenuapai and Christchurch and thereafter into the Isaac Theatre Royal. With a return flight not lining up in terms of tour dates we were delighted when Air New Zealand came on board to help out.

The live science show will be delivered to an audience of about 2500 youngsters and their families. The NZDF will be woven into the story and social media content generated from the transportation shared across our individual platforms.

Partnership activity such as this continues to boost our community reach and is a tangible demonstration of the fact that we are every bit as invested in the development of our young New Zealanders as industry and corporations are.

The Christchurch live science show is a one-off in the South Island which without our help may not have gone ahead. In terms of partnership activity with multiple moving parts, aircraft of different types, trucks of different sizes and inter-organisation activity this transportation had its fair share of complexity.

The real success came not in terms of the facilitation role that I played but in the teams of people that brought this magic to life. It was a real privilege to be able to share a behind the scenes look at our Air Force with Mr Davis and showcase the amazing talent within. My thanks to everyone involved who made this the success that it was.

*Refer to AFN issue 208, pg 12
Leading Aircraftman (LAC) Ellie Mullin was following in her great-uncles’ footsteps when she was in France for the final New Zealand First World War overseas commemoration.

LAC Mullin was a member of the New Zealand Defence Force contingent conducting the official ceremonies to mark the 100th anniversary of the liberation of the fortified town of Le Quesnoy in November.

As well as preparing for the commemoration, LAC Mullin was also on a personal journey of discovery. Just before she joined the NZDF contingent, she attended a family reunion that left her with a riddle to solve.

“I knew I had two great great-uncles who served and died during the Battle of the Somme in 1916,” she said.

“But at my family reunion my uncle said there was another brother who served and survived but was terribly affected by what he experienced.

“I initially thought my uncle was confused with other family members but I had to find out if it was true.”

Brothers Claude and James Furze enlisted in the New Zealand Expeditionary Force on the same day and died two days apart on the Somme. Their bodies were never identified and their names are memorialised on the New Zealand Memorial to the ‘Missing’ in Caterpillar Valley Cemetery in Longueval.

The third brother, George, enlisted after his two younger brothers had died and was sent into the field just after the Battle of Messines in Belgium in 1917.

His service record states that he was dragging another soldier out of a trench when a shell exploded nearby. The shockwave from the explosion rendered George unfit for duty and he was evacuated to the No.1 New Zealand General Hospital at Brockenhurst, England.

The day after he arrived he was discharged as medically unfit, suffering from neurosthenes, commonly known as shellshock, and sent back to New Zealand.

“So my uncle was right,” Leading Aircraftman Mullin said.

“There was another brother, who survived the war but was never the same.

“I can’t imagine what it must have been like for their mother to have two sons killed and another so badly damaged by his experience.

“My great-great grandfather was the only son left. If he had enlisted, well, I might not be here.”

During her trip Leading Aircraftman Mullin was able to visit Caterpillar Valley Cemetery to pay respects to her great-great uncles’ memorial.

“I’m so proud to be representing the NZDF during the commemorations and to get to visit Claude and James’ final resting place on behalf of my family. It’s been a tough journey for me and there’s no place I’d rather be,” she said.

The 100th anniversary of the liberation of Le Quesnoy was marked in Le Quesnoy, France, on 4 November. The official commemorations included the National Commemorative Service at 11am (11pm NZ time) and a Last Post Ceremony at 5pm (5am Monday NZ time).
A Year in Review

1. An Orion and its crew found seven survivors from a Kiribati ferry that sank with about 100 people on board
2. A Hercules delivered 18 tonnes of relief supplies and air load specialists to PNG after a 7.5 magnitude earthquake struck the nation
3. A year-long P-3K2 Orion maritime surveillance mission is completed in the Middle East
4. Two trampers’ lives were saved after an NH90 dropped SAR crews near them during extreme weather conditions
5. An Orion aircraft helped intercept a boat smuggling of a tonne of heroin to Africa
6. A Hercules flew nearly 30 tonnes of aid to Tonga after Tropical Cyclone Gita hit the islands
7. NH90 crews took part in a successful NZ Police-led operation to target cannabis plantations
8. A Hercules and a Boeing delivered 23 tonnes of emergency supplies to evacuees from Vanuatu after volcanic activity intensified
9. Dozens of NZDF personnel were returned to New Zealand by a Hercules, decades after dying while serving overseas.

10. The coalition Government has chosen to purchase four Boeing P-8A Poseidon maritime patrol aircraft to replace the P-3K2 Orions.

11. An NH90 transported a bridge for trampers to use to cross the Opihi Gorge in South Canterbury.

12. A Hercules delivered more than 70 tonnes of aid and evacuated 158 survivors after an earthquake and tsunami in the Indonesian city of Palu.


14. Air Vice-Marshall Andrew Clark was announced as the new Chief of Air Force.

15. An Orion was deployed to support the implementation of United Nations Security Council resolutions imposing sanctions against North Korea.

16. The Kiwi Blue parachute display team kicked off its lead up to the display season. Photo credit: SunLive.
Earlier this year the Government announced the purchase of the Boeing P-8A Poseidon aircraft to replace the current P-3K2 fleet. The primary purpose of the new aircraft is to provide air surveillance and maritime patrol in New Zealand waters and overseas as directed by the Government. Additionally a separate project team is being stood up to investigate a Complementary Capability, with options to be presented to Government in 2019. This article is part of a series that will keep you up-to-date on the major purchase.

The P-8A purchase is not just about the aircraft; it involves the provision of a fully functional capability including the facilities, simulators, training, manuals and spares.

Rather than this being a Ministry of Defence project delivered to the NZDF (i.e. two separate entities), the project is being run by an Integrated Project Team (IPT). This brings together the expertise from both organisations into a single project team which reports to a Project Board that is co-chaired by the ministry and the New Zealand Defence Force. In fact, about 80%+ of the team are uniformed people, meaning that the end-users (aircrew, mission support, maintenance, logistics, etc.) are taken into account as the project is developed.

Programme lead Rob Whight, with several team members, recently held roadshows at Air Force bases to talk about the P-8A. He says the response has been enthusiastic and people are keen to be involved and add their own input to the process – all of which he hopes will make for a smooth transition as we get closer to the Ohakea relocation and aircraft arrival.
“Getting key concerns and ideas out in the open early in the project lifecycle means that the project still has the opportunity to address them or take advantage of them,” says Mr Whight.

The roadshows provided the opportunity to dispel some of the myths around the P-8A. For example, one myth is that the P-8A can’t provide the same coverage as the P-3K2 due to it being a heavier aircraft, which therefore can’t land in all the places that the P-3K2 can. This isn’t actually the case and the team have mapped the patrol coverages of both aircraft and shown that they are effectively the same even though there are two airfields where the P-8A is too heavy to land at.

Another myth was that the P-8A was an inferior search and rescue platform because it “couldn’t go low and slow”. Again, this is incorrect. While the P-8A may look like the commercial 737 from which it is derived, the wings have been strengthened to compensate for the increased buffeting at low level and the skin in 80% thicker than a normal 737 to allow for operation in the more corrosive maritime environment. It also has a flexible wing making for a smoother ride and less crew fatigue as a result.

One of the most visible signs of programme progress will be the construction at Ohakea, scheduled to commence in 2019/2020. At the roadshows, Air Force personnel were able to provide feedback on the conceptual layout plans which has meant that the project team has come away with some great input.

“The new buildings and hangars for No. 5 Squadron will be located near the No. 3 Squadron hangars on the side of Base Ohakea that is closest to State Highway 1. There are a number of reasons why this is the best location, including available land at Ohakea for construction and avoiding the increased timescales associated with demolishing 3 Hangar first,” says Mr Whight.

The next series of Base workshops will be held in March, with dates/venues to be released early in 2019. You can send through suggestions and questions to MPAinfo@nzdf.mil.nz and this will feed into the periodically updated Q&A documents available to all Air Force personnel via the internal Document Management System - http://ddms-r/ds/D5-0063/Pages/Home.aspx
Innovation

Satellite Communications to Improve for NZDF

The Wideband Global Satellite Land Earth Station has been delivered to Base Auckland and will increase the communication capability for the New Zealand Defence Force.

Defence Force satellite communications have now been moved onto the United States Department of Defence Communications constellation, allowing increased data throughput and assured access to satellite systems.

Satellite is the Defence Force’s primary means of communication with deployed forces, it allows the Defence Force to send large volumes of intelligence, logistics, personnel, financial and other data quickly.

“The opening of a second Land Earth Station (LES) will increase the communications capabilities of the NZDF by providing additional capacity to deploy networks in support of operations,” Joint Forces New Zealand Commander Rear Admiral Jim Gilmore said.

Dedicated and reliable satellite communications capabilities are essential for tactical command and control,” he said.

“A second Land Earth Station will also provide a level of diversity from the existing LES located at Base Ohakea, ensuring we do not have a single point of failure in our satellite communications system.”

Work Starts on NH90 SIM Building

Construction is underway on the new building that will house our brand new NH90 simulator.

Work started early November and is expected to be complete in August next year, with the simulator to arrive shortly after. Following the assembly of the simulator it is anticipated the new capability will be up and running in early 2020.

 Acting Base Commander Group Captain Jackie Ward says the start of building is a significant step in the project.

“We’re looking forward to having the NH90 simulator capability because every day we see how useful and invaluable the A109 simulator is to training and skill development in our pilots.

“The NH90 simulator will enable pilots to train regardless of the variables we currently deal with including bad weather, aircraft maintenance and availability of aircraft due to operations, exercises and search and rescue missions.”

The NH90 simulator will be located at the southern end of Base Ohakea, near the No. 3 Squadron hangar and the A109 simulator.
It’s a little easier to eat healthy and do your bit for environmental sustainability at Base Ohakea with the introduction of a community fruit and vegetable stand.

The stand was opened by Chief of Air Force Air Vice-Marshal Andrew Clark recently after Corporal (CPL) Nicole Jamieson received permission from the base commanders to have it installed.

Similar stands have been appearing throughout the country and, after a season growing too many vegetables for herself, CPL Jamieson thought it would make a valuable asset to the base.

“I thought it would be a good idea if we could build one – considering how many fruit trees are on base.”

The stand operates along the premise that people can drop off unwanted food and anyone can then take what they need, free of charge.

The stand could encourage healthier eating. “When people go to the café for a pie they can also grab a free apple on the side,” she said.

“We want to do our bit to reduce food waste and increase our environmental sustainability and to encourage and build community relationships; it will also help base family members if they struggle with the price of fresh food.”

Chaplin Rodger Black helped get the initiative approved and the base had been supportive of the idea. Mike Pitcher from the Ohakea woodwork section built the stand and the ‘Give & Take’ sign was hand carved by Warrant Officer Mac McCormick out of swamp kauri from Whenuapai.

CPL Jamieson suggests other bases follow their lead and build their own community stands.

“I would encourage the other bases to do the same. I know Auckland have a lot of fruit trees up there and vege gardens in people’s back yards.”
Cathy Cocker still remembers the moment her world changed forever. Her voice breaks as she recalls being told her husband, Warrant Officer (W/O) Mike Cocker, had died at Wigram.

“I was at work on base in Woodbourne. The padre and Base Warrant Officer came to see me. They stayed with me all day and took me to headquarters.”

The death of Mike Cocker sent shockwaves through the Air Force. He had just been made Warrant Officer and only days before received the Gordon Watt Memorial Award for RNZAF Medic of the Year.

W/O Cocker had also proved his worth, being deployed on numerous missions to Bougainville, East Timor, Kyrgyzstan, and Indonesia.

“He had been in service for 37 years, and had just got his dream job. Everything was looking up. We had just bought a property with a full quarter acre section with a lot of planting on it. There was a lot of work to be done to bring it up to standard. Of course that was our plan to do over the Christmas break.” The Missing Wingman Trust leapt into action, and two months after W/O Cocker’s passing, a group of people showed up on Cathy’s doorstep to lend a helping hand. “All these men turned up. It was Mike’s birthday too, and it was hard to get through but they supported me. They hit the ground running for a day. Hired a skip. I didn’t expect it.

“It was hugely symbolic. Mike was known across the Air Force. It made me feel like I was still part of the wider family, which was reassuring. They did a marvellous job.”

The Trust offers different avenues of help for bereaved RNZAF families. Not only can it offer welfare assistance, but also emotional mentoring, scholarships, and medical expenses.

Cathy believes the Trust should be utilised more, and needs to promote itself to the masses in order to ensure no-one who could benefit from it, goes under the radar.

“The Trust is here. They are helping people. These guys give up their time and weekends to help families of fallen RNZAF personnel.

If you have benefited from the Trust, and want to share your thoughts, then please email gracec@windowslive.com
Aircraftman (AC) Hayden Cleminson had a podium placing during the recent WorldSkills NZ National trade skills competition.

Seven aircraft maintenance engineers were chosen at an earlier selection competition for the National Competition, held at the Air Force Museum of New Zealand, to battle for the title of “New Zealand’s best young aircraft engineer”.

AC Cleminson shared the bronze medal, alongside Aaron Mathias from Air NZ. Jack Westcott from Air NZ took out the top place, followed by Sam Cox from Air NZ Regional.

The competitors carried out four tasks during the National competition:

- a daily aircraft inspection to find a number of hidden faults, in order to ensure it is safe and fit for flight
- a sheet metal fabrication task to make and install a repair to an aircraft’s structure;
- changing a fuel filter and a starter motor on a helicopter turbine engine; and
- an internal inspection of a jet engine combustion chamber using a videoscope to look for internal damage.

During all the tasks competitors must display accuracy, attention to detail, interpret the maintenance manuals, maintain quality standards, observe safety and legislative requirements, maintain situational awareness, and accurately record the maintenance carried out plus any defects found.

WorldSkills will select one of the winners to represent New Zealand in Russia at the WorldSkills International competition next year.

The RNZAF competitors this year were mechanics with limited workplace experience who performed exceedingly well and showed that they were able to compete readily with their civilian counterparts.

Chief Engineer Group Captain Peter Johnson said it was good to see the ACs Cleminson, Alex Hill and Harry Jewitt having the courage to “put themselves out there” in the face of stiff competition.

“WorldSkills provides us with a great opportunity to show how good our training system is and display the talents of our junior technicians and mechanics. Next year, I would encourage others to take part and show what we can do.”

**Medal Win at WorldSkills Competition**

By Michael Naus, NZ Defence College
In this article of our series we explore the role of strike (also known as attack), which is usually associated with bombing and missile strikes against ground targets. But there are also non-lethal forms of strike such as conducting leaflet drops, or overflying adversaries in a show of force. Strike is offensive in nature, and uses coercion or deterrence to influence an adversary into changing their behaviour to our advantage.

Strike missions are undertaken against targets that will yield the greatest strategic or tactical advantage. They are designed to degrade the will of the enemy and damage, neutralise or destroy their warfighting capabilities. For example, during World War II, allied bombers targeted ball bearing factories in Germany to disrupt or deny their ability to make vehicles, aircraft engines and other materials of war. Unfortunately, collateral damage (death or injury to non-combatant civilians and damage or destruction of non-combatant property) can be an unintended consequence of strike missions. The risk of collateral damage is an important planning consideration and usually determines whether a strike mission will take place or not.

Strike has seven mission sets, which are:

- **STRATEGIC ATTACK**
  Operations aimed at achieving effect at the strategic level by targeting key adversary structures and organisations e.g. leadership and command elements, production facilities, vital infrastructure.

- **CLOSE AIR SUPPORT**
  Action directed specifically against enemy forces who are in close proximity to friendly forces.

- **AIR INTERDICATION**
  Action directed against enemy forces, supplies and supporting systems before they can be used against friendly forces e.g. destroying bridges, fuel dumps, re-supply vehicles or vessels.

- **ANTI-SURFACE WARFARE**
  Activity with the purpose of denying the enemy effective use of their naval surface vessels.

- **ANTI-SUBMARINE WARFARE**
  Denying the enemy effective use of their naval submarines and under-water drones.

- **ELECTRONIC WARFARE**
  Denying the use of the electromagnetic spectrum to the enemy while ensuring its continued use by friendly forces.

- **INFORMATION OPERATIONS**
  Non-lethal actions conducted specifically to influence the decision-making and actions of an enemy.
The NZDF has a maritime strike capability, with both the P-3K2 Orion and the SH-2G(I) Seasprite helicopter able to undertake the anti-surface warfare and anti-submarine warfare mission sets. In time of conflict, these mission sets would also automatically include air interdiction to impede the delivery of supplies to enemy forces via shipping. Maritime strike operations are usually conducted in conjunction with naval forces, and use the air power advantages of perspective, reach, and speed to locate, track, monitor, and if required attack enemy ships, boats and drones. To maintain combat readiness, No. 5 Squadron regularly deploys on overseas exercises, such as exercises Guamex and Rimpac, to practice their anti-submarine warfare techniques.

Strike missions require careful target selection, weapon selection; robust intelligence before and after an attack; and critical timing to maximise effect. Attacks can be controlled and directed by an airborne Forward Air Controller, or by a Joint Terminal Attack Controller positioned on the ground. Air-to-ground weapons are either guided or unguided, with the use of guided weapons becoming predominant. Guided weapons have seekers that use visible or infra-red cameras, laser detectors, GPS, radar detectors, or other technologies. Air weapons can be detonated above ground, on impact with the surface, or penetrate underground (or underwater) to maximise their effect.

Strike missions are rarely conducted in isolation. Strike aircraft are usually escorted by aircraft tasked with the offensive and defensive counter air mission sets (see previous article) that will engage enemy fighters and destroy ground based air defences. Some aircraft can undertake more than just the strike role, such as the multi-role F/A-18 Hornet (F/A stands for fighter/attack) that can be configured to carry out strike missions, or quickly re-configured on the ground for counter air missions. Swing-role fighters like the Eurofighter Typhoon can be armed for and perform both roles in the same mission.

Long-range heavy bombers like the American B-52, B-1, and B-2 bombers, or the Russian TU-160 are also examples of strike aircraft. They are designed to fly great distances to destroy strategic targets within an enemy’s territory. However, these bombers can be, and are being, used tactically to attack enemy ground forces directly. This occurred with B-52’s in Vietnam, and TU-160’s in Syria. Conversely, during the recent Libyan conflict, multi-role and swing-role fighter aircraft were deployed to undertake long-range strategic attacks. Strike aircraft of almost any type can now be used against strategic or tactical targets.

In the next article, we will explore the role of Air Mobility.

This article is part of an occasional series of articles produced by the Air Power Development Centre to help demystify the concepts of air power, so we can all understand how air forces use air capabilities to influence the course of events.
STAYING SAFE IN THE SILLY SEASON

It’s a time of year for people to enjoy themselves and celebrate hard won achievements. It’s also a busy time of year with potentially increased pressures, risks and stresses at work and at home. Here’s your handy guide to having a good break, staying safe and returning in good shape to start 2019 energised and happy.

Family and Relationships

Christmas can be a busy, expensive and demanding time for you, your friends, and family and things can combine and can bundle up to create stress. This stress might affect you in different ways, including how you feel, how well you can do your job and it might affect your relationships with friends, your partner and family. It’s a good time to check in with your family and friends and make sure they are doing okay.

Make life easier:
Simplify your plans, remember you don’t have to do everything on offer and it’s okay to take time out for yourself to recharge.

Enjoy the little things:
Catch-up with a friend, play games with your children, take a walk on a warm evening, or cuddle up with your partner.

Ask for help:
It’s not always easy and it can take courage, but it’s good to talk about how you are feeling and to take action before things feel out of control.
Financial Health
This time of year can really punish your finances so use the tools available to assess your financial health and make sure your budgeting is on track to get through the silly season.

Staying Well and Safe
You deserve time off to celebrate your achievements and recharge for 2019, but stay mindful that the increase in stress and pressure can lead to risk of harm to ourselves and others. Stay professional and make good choices to keep yourself and others safe. There’s a great deal of information, support and advice available within and outside of NZDF, and it is courageous to ask for help when you need it or if you think you’re at risk of hurting yourself or others.

Event Planning
Planning is a military speciality, so use those skills to make sure Christmas parties and celebrations are enjoyable and safe. Nobody wants to be that person waking up the next morning regretting what they did the night before. If you’re hosting an event, remember your host responsibilities.

Take a Safer Stand on Substance Misuse
Drinking moderately to celebrate success is okay. But keep your socialising responsible and respectful. Impairment from alcohol or other substances while on duty is a major health and safety risk. If you are on duty over the holiday season, keep this in mind, for both yourself and your peers. Apply the Defence Force values when relaxing and celebrating.

Comradeship:
Look after a mate affected by alcohol or other substances.

Commitment:
Ensure your substance use decisions do not put others around you at risk, on or off duty.

Courage:
Have the courage to stand up to peer pressure or ask for help if you need it. Talk to a mate whose use of alcohol or other substances concerns you.

Op Respect – Healthy and Safe Sexual Relationships
Don’t “guess the yes” – it is up to everyone to ensure that consent is given by their sexual partner. We need to look out for each other and intervene if worried about what we see going on at social occasions and events. It can be hard to believe that when harmful sexual behaviour happens that it is more likely to be done by someone you know rather than a stranger. This can also make it more difficult to tell someone if it happens. Know that if anything occurs, the Sexual Assault Response Team is available for support and information 365 days a year.

Resources

NZDF Health Website:
http://health.nzdf.mil.nz

NZDF 24/7 Confidential Helpline:
0800 NZDF4U

EAP Services (for civilians):
0508 664 981

Sexual Assault Response Team:
0800 693 324 or 04 527 5799 or email SAPRA@nzdf.mil.nz
www.nzdf.mil.nz/personnel-records/sart/default.htm

Looking After Your Family:
http://health.nzdf.mil.nz/whanau/looking-after-your-family/

Relationship Support:
http://health.nzdf.mil.nz/whanau/nzdf-support-for-your-family/

Staying At The Top Of Your Game:
Armistice Centenary Commemorations at the Museum

By Michelle Sim, Communications Manager

More than 500 Cantabrians turned out to observe the Centenary of Armistice Day at the Air Force Museum last month.

The morning of commemoration and celebration began with an outdoor ceremony, led by Woolston Brass band. The Deputy Chief of Air Force, Air Commodore Mark Brunton, and local Wigram MP Dr Megan Woods made the addresses, and a bugler played the Last Post in honour of those who paid the ultimate sacrifice during World War I.

Two minutes’ silence at 11am marked the precise moment that the guns fell silent on the battlefields of Western Europe 100 years ago. There was a palpable sense of solemnity in the air, as everyone reflected on the significance of the moment; the fact that all you could hear during that time was birdsong, seemed very fitting.

The silence concluded with a ‘roaring chorus of jubilant sound’, as the assembled crowd echoed the sentiment of so many a century ago, when the most brutal war in human history came to an end. Some gave a ‘woop’ or a ‘hurrah’ or even tossed their hat into the air, while others gave heartfelt applause.

People were then invited through to the Museum’s Aircraft Hall for the ‘Concert for Peace’, involving choral and orchestral performances from Music Canterbury affiliates, including Woolston Brass, Christchurch City Choir, and Christchurch School of Music Children’s Choir. The free concert was equally well-attended, and a rousing tribute to those who served and lived through World War I.
The Aumangea programme is focused on sharpening your most valuable weapon, your mind.

The purpose of Aumangea is to make you more resilient, confident, faster thinking, adaptive, innovative, and less clouded by perceived limitations. To be agile in thought and action. To become mentally bulletproof.

The end result is a human being who can readily accept the challenges of life. It provides a new baseline for the volunteer to achieve from. In some cases simply becoming a better all-round person or taking that new knowledge and ability to move forward in your career. We will never be the richest defence force or have the biggest toys. However we can be stacked top to bottom with the most motivated, capable and adaptive warriors in the world.

Over the past eight years 363 individuals have attempted Aumangea, on 17 programmes conducted throughout New Zealand. Although developed and driven by the NZ Army it has always been open to other services. Air Force and Navy volunteers have been very successful, showing that trade and service differences are no restriction to driven people.

Since 2014 it has also been open to international volunteers, with service people from Canada and USA attending. There are 192 Tabbed personnel currently serving across the NZDF/CAF and US Army. During this time Aumangea has gone through many iterations. Though the core concept and outcome remain the same, the execution is different each time.

In 2010, LCC Brig Dave Gawn and LCSM WO1 Broughton tasked WO2 Red Robinson and SSgt Te Uamairangi with developing the Aumangea Programme.

Both hold over 50 years of experience in 1NZSAS. The PTI Corp and the original Ranger Company. Having this background in operations, high level soldiering and elite human performance provided the Aumangea Programme with the ability to deliver. With a thorough understanding of the realities of operations and the will required to win, they were uniquely placed to lead the programme.

Both applied their knowledge of training to employ an approach of mental/physical/spiritual in an environment designed to challenge each volunteer to their limits. Each volunteer learns and adapts with comprehensive feedback and assessment. Bringing elements of SF training as well as many types of human performance experts to design the content and assess all who meet this challenge.

Those who attend can expect to work alongside members of all three services as well as other nations. Putting aside your rank and working with the person beside you to learn true humility and serving the people you signed up to serve. Aumangea is rapidly becoming an asset to the NZDF with a network of motivated warriors spread across its services.

If you’re interested in finding out more, please contact the training team, or find someone nearby who has done the programme themselves; we have tabbed members on every base and camp nationwide. If you want to know exactly what you can do and who you can be, take the challenge in 2019.
Next year the New Zealand Defence Force will mark 25 years of lesbian, gay, bisexual and transgender personnel serving openly in our three services.

This is an important anniversary as both NZDF and New Zealand have come a long way in 25 years in recognising, supporting and encouraging members of the LGBT community. The NZDF has a number of activities planned throughout 2019 to recognise this milestone, one of which is a photographic exhibition.

The NZDF has a number of activities planned throughout 2019 to recognise this milestone, one of which is a photographic exhibition.

We are looking for LGBT veterans or ex-service personnel who would agree to their portrait being taken by a professional photographer, and the photo being shown in a public exhibition. If you are interested in participating please email overwatch@nzdf.mil.nz

PRIDE25: PHOTOGRAPHY EXHIBITION

VOLUNTEERS NEEDED

The RNZAF Air Power Development Centre (APDC) is calling for air power related papers written in an academic style of 2000 to 5000 words length for inclusion in the RNZAF Journal. Papers may be submitted in Microsoft Word format at any time from now until 31 January 2018 to the following e-mail address: ohapdc@nzdf.mil.nz.

Papers must be the author’s original work using the Chicago referencing style including footnotes and bibliography. Dual authored papers are acceptable. Submitted papers should not have been previously published in any Journal. Only unclassified material is to be used when writing papers.

The RNZAF Journal Review Board will consider papers for publication.

The APDC is also calling for military aviation book reviews. Contemporary or historical book reviews are acceptable of 300 to 500 words length for inclusion into the RNZAF Journal.

The RNZAF Journal Volume 3 may be found at: http://www.airforce.mil.nz/about-us/who-we-are/apdc/ APDC Phone: 368-7780 or 06 3515780

AIR POWER DEVELOPMENT CENTRE

RNZAF Journal Volume 4: Call for papers
APPLICATIONS FOR SEMESTER 1, 2018 VESA FUNDING WILL BE ACCEPTED FOR PROCESSING AFTER 04 MAY 2018

WHAT IS IT?
Voluntary Education Study Assistance (VESA) is a discretionary fund centrally managed by NZDC to provide financial assistance to members of the NZDF undertaking part-time study.

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

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

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

HOW DO I APPLY?
Contact any Defence Learning Centre for advice on the application process. Alternatively, check eligibility, your obligations etc. by logging on to the ITD Learning Toolkit for more information or DFO 3/2016.
Air Power Development Centre Quiz

Q1: What major event occurred in Christmas 2004, requiring emergency RNZAF flights?

Q2: Which was the first RNZAF squadron to deploy into the Pacific theatre during World War II?

Q3: What is Operation Christmas Drop?

Q4: What operation was nicknamed the “11 days of Christmas”?

Q5: Who was the highest scoring New Zealander fighter ace of World War II?

Q6: Was Christmas Island occupied by the Japanese during the Pacific War?

Q7: How many T-6C Texan II aircraft does the RNZAF operate?

Q8: The Flying Tigers fought an incredible air battle on Christmas Day in 1941. Where, and against which air force?

Q9: The Royal Air Force fought alongside the Flying Tigers. True or False?

Q10: What is the role of Thunderbird 3?

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

A1: The Boxing Day Tsunami, caused by the Sumatra-Andaman earthquake, resulting in some 230,000 deaths across 14 countries.

A2: 2 Squadron, deploying Hudson aircraft to Fiji in February 1942.

A3: A United States Defense Department humanitarian airlift operation, which originated in 1952 and continues to this day. Donated goods are air-dropped to islanders throughout Micronesia.

A4: Operation Linebacker II during the Vietnam War. The operation started on December 18, 1972, and consisted of 11 days of successive B-52 bombing sorties.

A5: Colin Gray, scoring 27 1/2 victories during World War Two (one victory was shared).

A6: Yes. The island was rich in phosphates, which was needed for the Japanese war industry. The USN submarine Seawolf (SS-197) put up a valiant fight to hinder the Japanese landing.

A7: Eleven. T-6Cs are flown by 14 Squadron RNZAF and the Central Flying School.

A8: The Flying Tigers consisting of volunteer American airmen defended Rangoon, Burma, from Japanese air attack. 12 Flying Tigers took on 100 Japanese aircraft in battle on Christmas Day, 1941.

A9: True, including the Christmas Day battle over Burma in 1941.

A10: Thunderbird 3 was originally designed to enable the construction of Thunderbird 5 in space, but later used for space rescue missions and as a resupply vessel for the ISS.

VIETNAM VETERAN ESSAY COMPETITION

The Vietnam Veteran (Neville Wallace Memorial) Children’s and Grandchildren Trust is celebrating a quarter century of helping the offspring of New Zealand Vietnam veterans realise their dreams.

To help mark the occasion the Trust is sponsoring an essay competition on the subject “How the Vietnam war and my father’s/grandfather’s involvement in it has affected me and my family.”

The two winning entries will each receive a prize of $1000. For further information on the terms and conditions, visit: www.evsayouthtrust.org.nz.
NO. 41 SQUADRON NOTICE

No. 41 Squadron RNZAF 2019 reunion registration is now open.
The reunion will be held in Christchurch April 12-14, 2019.
For ex-squadron members, registration forms are available from:
2019 Reunion Committee, C/- 4 Chesterfield Place, Rangiora, Christchurch 7400, or via email: alandbazb@gmail.com.

579 AIRCREW REUNION

The 40 year reunion of 579 Aircrew will be celebrated on the weekend of 17–19 May 2019 in the Auckland area.
A lot of laughs anticipated!
If you were part of the 579 Aircrew course in May 1979 or know someone who was, please contact Paul Simpson kmshigh@yahoo.co.nz or 021 1420388
**INTERNATIONAL FLIGHT PLAN**

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**REMARK/OPERATING 100 NAUTICAL MILES LEFT AND RIGHT OF TRACK BETWEEN CAPE REINGA AND BLUFF DURING NIGHT HOURS IN THE VICINITY OF GOOD GIRLS AND BOYS**

**SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)**

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<thead>
<tr>
<th>19 ENDURANCE</th>
<th>NUMBER</th>
<th>CAPACITY</th>
<th>COVER</th>
<th>COLOUR</th>
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</thead>
<tbody>
<tr>
<td>D</td>
<td>1</td>
<td>14</td>
<td>C</td>
<td>YELLOW</td>
</tr>
</tbody>
</table>

**AIRCRAFT COLOUR AND MARKINGS**

| A | RED WITH WHITE TRIM |

**REMARKS**

| N | FLASHING RED BEACON ON NOSE OF AIRCRAFT |

**PILOT IN COMMAND**

| C | CAPT S. CLAUS |

**FILED BY**

**ADDITIONAL REQUIREMENTS**

<table>
<thead>
<tr>
<th>JOLLY OPERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><a href="mailto:FLIGHTPLANNING@XMAS.COM">FLIGHTPLANNING@XMAS.COM</a></td>
</tr>
</tbody>
</table>

**SUPPLEMENTARY RATIONS TO INCLUDE MILK, COOKIES AND CARROTS**

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**SEASON’S GREETINGS**

With thanks to No.5 Squadron