Antarctic Flights
Behind the scenes at Harewood Terminal
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**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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**Cover**
Behind the scenes of Antarctica flights

**Photographer:**
SGT Sam Shepherd

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Contributions need to include:
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- photos provided separate from the text – at least 300dpi.

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**NZAirForce**

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**New Zealand Government**
Happy New Year to you all and welcome back. I hope you have taken the opportunity to relax over the holiday period and to spend well-earned time with friends and family. As usual a number of you were committed to operations during the break and my special thanks go to you and your families.

Last year was a typically eventful year for New Zealand’s Air Force, and I expect 2019 will be no less so. We will be working closely together with partners in our communities, throughout New Zealand and our region, and across the globe to deliver on the air operations that people rely on us for.

As we all know, military air operations can be needed anywhere at any time, and so we will stay focussed on our core business. All of our operational squadrons will remain ready to deploy throughout the year and I have no doubt that all of them will be called upon to respond to sudden operational demands at various times. Responses for humanitarian aid and disaster relief within our region will be a certainty, but we are also prepared for operational deployments further abroad should our country require it of us – in harm’s way if necessary. To be ready to conduct these operations, we will continue to sharpen our skills at home and abroad.

Last year was a big year for the RNZAF in setting our course for the future, especially with the decision to acquire the P-8. This year will see us continuing to build that future as part of the NZDF’s 2025 networked combat force. The generational modernisation of our longest serving capabilities will continue to focus our energy. This means continuing to prepare ourselves for the P-8, and working towards complementary surveillance capabilities, plus major decisions about replacement of our iconic C-130s.

Building the future means that we need strong foundations in place to build on, and the areas of people, training and safety in particular will feature highly this year. I will talk more about these areas as the year gets underway, but I will make particular mention of our transition to the Defence Aviation Rules framework this year, which is going to align us with international best-practice in the area of military airworthiness.

Public awareness of the tasks that we perform for New Zealand is important to us. A number of opportunities will exist for us to engage with Kiwis this year in the course of our duties. We will also have opportunities at the larger airshows, including Wings over Wairarapa and Classic Fighters Omaka. Add to that our engagement with NZ Cadet Forces, and the very successful School2Skies programme at Woodbourne among others.

We have a great year ahead of us and a great bunch of people to tackle it with. I look forward to working with you all.

Ko te Tauaarangi o Aotearoa
Personnel from No. 230 Squadron’s communications and intelligence sections deployed in the field recently for the squadron’s test and evaluation exercise.

The exercise is designed to prepare personnel for operations and the scenario mirrors previous operations where communications personnel have been deployed to conflict zones.

“We are responsible for providing the Air Force with Command, Communications, Control and Intelligence (C4I) for deployed operations. Whether it be No. 5 Squadron in the Middle East, No. 3 Squadron deployed in the field or providing personnel to man a command post in Afghanistan,” Trevor Lewis from No. 230 (Mission Support) Squadron said.

Exercise Tunex encompasses not only deploying C4I assets in the field, but also conducting some of the tactical training that we might require on operations, Mr Lewis said.

“A lot of this harks back to lessons learnt when the Air Force was in conflict areas including Mogadishu, in the 1990s; in East Timor, where personnel had to patrol without escort through an area that was thought to have enemy in it; along to Afghanistan where RNZAF CIS (Communications Information Systems) personnel were pulled out of the command post and went on patrol with Army during the earlier stages. “They had Kevlar helmets and flak jackets and lots of ammo,” he said.

“The exercise is designed to simulate No. 3 Squadron operations, because that’s the hardest type of communications – the aircraft is constantly mobile and following the contours of the land, which means it is often difficult to communicate to and from.”

The CIS team was providing man portable small satellite communications, long range high frequency radio communications, short range radio communications where the radio is automatically changing frequency/channel up to 100 times a minute, and Internet and NZDF computer network connectivity through high speed satellite.
Corporal (CPL) Joel Dickinson said one of the CIS training requirements was to work in a group of four, doing 24-hour shifts.

“We worked three hour shifts then nine hours rest – when we would eat, sleep, man the vehicle check point and be on sentry duty,” he said.

“Conditions were normal field conditions – we were in tents, eating rat packs while at the Forward Operating Base (FOB) and Rotary Wing Forward Element. Once we got into that 24-hour phase, that’s where we were having to deploy out somewhere further into the forest with our own hoochie, and rat packs and setting up the comms equipment.

“Not only did the team have to deal with the challenge of maintaining communications with big hills in the way, but most nights there were contacts from enemy party. This added to the stress levels for team leaders, who were also suffering from a lack of sleep in some cases.”

It was the first time that Tunex had involved personnel from both units in No. 230 Squadron – CIS Flight and Intelligence Flight, CPL Dickinson said. The Intelligence Flight team deployed alongside the CIS team to consolidate junior leadership and trade skills in a tactical environment.

It was essential for the Intelligence and CIS teams to cooperate in setting up and providing defences for the FOB. These essential tasks had to be managed alongside the intelligence taskings.

“While we may not be doing tactical operations at the moment, it's something we have done historically, so we should keep those skills going so in the future, we know what to do.”

-Corporal Joel Dickinson

“Getting ambushed on the way to work made for a refreshing day at the office for intelligence flight personnel, some of whom had not been in the field since the distant days of recruit course. Both Geospatial and Electronic Warfare analysts got stuck into the field craft not often used in the office, which provided a good chance for the team to build on leadership skills. Working alongside CIS personnel was a valuable experience with some lessons learned on how we can help each other out in a field setting.”

*Not named for security reasons*
HARD YARDS
GETTING
TO THE ICE

Every summer season
Christchurch Air Movements
terminal is buzzing with hundreds
of passengers ready to check in
and take off to Antarctica.
“It’s a difficult environment to be operating in down there and we’re one of the few organisations that sends cargo directly to the ice. Knowing that we’ve been a key part of getting stuff to and from Antarctica, which is going to help be part of the ongoing research is a great thing.”

– Flight Lieutenant Reece Fenton

Supporting international scientific programmes on the frozen continent is the New Zealand Defence Force’s longest ongoing operation. The weather can be treacherous for No. 40 Squadron’s Hercules and Boeing aircraft, which carries researchers and cargo to the remote area, so Air Force News joined the team to find out just what it takes to get flights to the inhospitable region.

It is still dark when the detachment commander and air crew gather in a hotel room near Christchurch’s Harewood terminal to study weather reports showing conditions at Antarctica’s Scott Base.

A C-130 Hercules was due to leave later that morning with 41 passengers, including Italian and American scientists and Antarctica New Zealand staff, but low cloud and fog has meant a 24-hour delay.

Flights to the frozen continent are dictated by the whims of its fickle weather, so the trip’s postponement isn’t an uncommon scenario for the teams that are tasked to get the aircraft ready and conduct cargo and passenger loading for the long-haul flight.

Aircraft fly to Antarctica throughout the year, but the summer season, from October until February, is the busiest with the long daylight hours perfect for fitting in as much scientific research as possible.

Air Movements Section Commander Flight Lieutenant (FLLT) Reece Fenton said if poor weather puts flights back for a few days in a row, the result is a backup of cargo at the terminal – known colloquially as The Yard. Pallets that have been built may need to be pulled apart and rebuilt differently, or aircraft loads re-sequenced because items for Antarctica get reprioritised, he said.
Much of the information comes not from Antarctica, but more than 13,000km away from the Remote Operations Facility at Charleston, Houston, which combines air traffic control and meteorological information, he said.

“This season we’ve got a fairly large amount of flying for Operation Antarctica. We initially had 10 flights planned, where we normally hover around the 5–8 mark. We’ve had another flight requested, which puts us to 11 and there’s scope for another one on the horizon. For us, in maintaining the capability and the crew exposure and experience, this season is pretty much exactly what we need.’’

Back at the Antarctic Passenger Terminal, passengers line up to be checked in after a 24-hour delay. Despite the muggy Christchurch weather they need to be kitted up in their extreme cold weather gear, as there are no changing facilities on the aircraft. One of the passengers, Tyler St Germaine, doesn’t mind the extra layers and is keen to get on the Hercules.

It’s the American graduate student’s forth trip to the ice and he will be working on Bicep (Background Imaging of Cosmic Extragalactic Polarisation), at the South Pole.

At the start of the season, flights were delayed for two weeks due to storms hitting the area. The impact was major for the terminal and once the weather cleared, there was a flurry of flights leaving Harewood to move the backlog.

Twelve permanent staff are based at Christchurch, with an extra 18 from all services and trades brought in especially for the summer season. Air Force personnel have to apply for positions to be on the team and FLTLT Fenton encouraged them to take up the opportunity.

“It’s definitely beneficial to the serviceperson, they are doing something different and seeing another side of the NZDF and supporting the NZDF’s longest ongoing operation. Some of these people are Air Force logistics personnel, so it’s also adding to their experience in air movements.’’

Many of the Antarctic scientific programmes involve gathering data to learn more about the effects of global warming and climate change, and it was a privilege to be able to support that work, FLTLT Fenton said.

Detachment Commander Squadron Leader Brad Scott said a large portion of his job was keeping an eye on the weather, tracking trends and identifying any potential incoming hazards, including incoming storms.

“I’m excited as always. I’m anxious to finally get on the ice and see all my co-workers down there and get some work done and see the beauty of the continent,” he said.

The passengers are all weighed, along with their carry-on luggage in order for the aircrew to calculate the largest amount of cargo they will be able to load.

Pilot Officer (PLTOFF) Ryan George said after checking in all the passengers they fill as much as they can with cargo.

“We want to get as much on these flights as we can, because we can never be sure of the next opportunity to get a flight down.’’

Behind the scenes PLTOFF George and his team also take on a lot of the management of the flights and act as a liaison with other agencies including Customs and the Ministry for Primary Industries. Returning passengers also have to be checked for correct paperwork and to ensure nothing illicit is brought back into the country.

“Occasionally passengers return from Antarctica with things like rocks – like a little rock they’ve found that could be a souvenir, but the Antarctic Treaty prohibits anything like that back being removed without proper authorisation, so we pass that information on to their respective Antarctic agency.”

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BY THE NUMBERS:
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- 74 Flights
- 2,011 Passengers moved
- 664,137 Kgs of cargo moved
An air transport team is contributing to stability and security in the Middle East, flying more than 2000 coalition troops and about 550 tonnes of supplies across the region since their mission began in May.

Hercules a Heavy Lifter for Coalition Forces in the Middle East

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

NZDF air transport team Detachment Commander Squadron (SQNLDR) Leader Ben Woodhouse said flying personnel in and out of theatre and transporting essential equipment and supplies was vital to sustaining coalition operations across the region.

“Airlift support serves as a lifeline to these land-based missions,” he said.

“The entire team has done a lot of heavy lifting together with our Australian Defence Force partners.”

The integration of the air transport team with coalition partners had been boosted by the recent start of brief exchanges with the Royal Air Force’s (RAF) Air Movements Load team, SQNLDR Woodhouse said.

Through the exchanges, NZDF Air Load personnel worked briefly with the RAF’s Air Mobility Division and learned how they load and unload British military transport aircraft, including the Airbus A400M, Boeing C-17 Globemaster and Voyager, as well as their procedures in handling cargo and passengers.

“The exchanges provide an opportunity for junior members to build professional relationships and gain an appreciation for working with other equipment and aircraft, as well as gain insights into different cargo and passenger procedures.

“They have also helped foster better cohesion and working relationships with our coalition partners.”

The NZDF team includes aircraft technicians, logistics and communications specialists, maintenance personnel, and an Air Movements Load Team that is supporting coalition aircraft in the region.


“In a tangible way, we have contributed to maintaining security and stability in the Middle East.”

— Squadron Leader Ben Woodhouse

BY THE NUMBERS:

2,350 coalition troops transported

550 tonnes of supplies delivered (approx.)

570 hours flown (approx.)
Base Contingency Forces (BCF) are required to help when disasters strike their local areas, which means they need to prepare for the worst, whatever that may be.

Recently, the team at Base Ohakea broadened their skills by completing a pyrotechnic handler’s course using flares and smoke devices.

Officer in charge of the training, Flight Lieutenant (FLTLT) Liam Barrack, said the training was in case they were ever needed at a crash scene.

The devices were day/night flares, with a flare at one end and coloured smoke at the other.

“We could be asked to attend the scene if a plane ever went down or if we were needed at a vehicle crash. This is the training that we would need for items that we would be required to use in that scenario.”

– Flight Lieutenant Liam Barrack

The BCF carries out different training each month.

“This includes chainsaw training courses – if trees are down across roads, we have the ability to clear them, we also focus on stress resilience and critical incident response management where there is a potential for coming across some gruesome stuff.

“Next month we’re doing some training with some rural fire fighters, plus there’s also some monsoon bucket training for the helicopters,” FLTLT Barrack said.

“We have to think about a wide range of scenarios that we could be called on to do. The only thing for certain is that everything is uncertain.

“One guy in the team said ‘We embrace the suck’. It speaks to what the Defence Force does at times, sometimes we are put in difficult situations that we have to deal with.”

Preparing for the Worst

By Rebecca Quilliam
The Boeing delivered about two tonnes of voting equipment for the Solomon Islands’ national and provincial elections this year, supplies for the Fred Hollows Foundation, and more than a dozen boxes of aid to refuge organisation, the Ples Health Clinic.

Air Component Commander Air Commodore Tim Walshe said the Ministry of Foreign Affairs and Trade was providing voting screens to the Solomon Islands Electoral Commission.

"New Zealand, together with our Pacific partners, contributed to restoring peace and stability in the Solomon Islands in the early 2000s," Air Commodore Walshe said.

"We are pleased that we can support the Solomon Islands again in a tangible way as it prepares for the elections."

Boeing captain, Flight Lieutenant Sam Hatrick, said the scheduled flight also delivered operational supplies for The Fred Hollows Foundation New Zealand.

No. 40 Squadron has kicked off the New Year by delivering essential aid to the Solomon Islands. A Boeing B757 touched down recently loaded up with voting equipment, medical supplies and aid for the island’s refuge that looks after survivors of domestic violence.

BRINGING AID TO THE SOLOMONS

BY REBECCA QUILLIAM

No. 40 Squadron has kicked off the New Year by delivering essential aid to the Solomon Islands. A Boeing B757 touched down recently loaded up with voting equipment, medical supplies and aid for the island’s refuge that looks after survivors of domestic violence.
a non-governmental organisation working in the Pacific to treat and prevent blindness.

Engagement Director Margi Mellsop said the Foundation’s Regional Eye Centre in Honiara would use the supplies to deliver eye care services to communities across the country.

The National Council of Women was behind the initiative to get 13 boxes of aid to Seif Ples, which offers care to women and children survivors of domestic violence. Among the items donated were sanitary products, bags, clothing and toys.

The council’s Auckland Branch Executive Member, Catherine McInally, met with Waitematā Police to collaborate and deliver the items to Base Auckland.

“We were told not to send money, but to send items. We got in touch with Seif Ples and they gave us a list of what they asked for.”

The council realised the delivery costs and logistics of the donations to the Solomon Islands were going to be a “major problem”, Ms McInally said.

“That’s when the Air Force came to the fore. The NZ Police picked the items up from my house and delivered them to Base Auckland.

“If we didn’t have the buy-in of the free transportation, we could not even have considered helping the women in the Solomon Islands. It just would not have been a possibility.”

The donations arrived in Honiara and were received by Seif Ples coordinator Falu Maesugea, who said they relied on donations and had run out of sanitary products the previous week. She thanked New Zealand as a whole for being so supportive and assisting with the running of the centre.

“We have been working for more than a year to get these materials to the Solomon Islands. Without the NZDF’s assistance we would not have been able to get them there.”

- Margi Mellsop
In the Hot Seat

Our firefighters are about to be issued custom-made firefighting clothing fitted with heat-dispersal technology. The gear meets Australia/New Zealand safety standards and allows the firefighters to work in military theatres around the world. The clothing will be in use from May, but Sergeant Nick Hawke gives us a sneak peek at the new kit and the advantages it will bring.

Head Protection
Locally made in Whanganui, the helmet is especially designed for aviation and Army firefighters.

Jacket and Trousers
Designed in Bristol, England, the clothing has small bubbles between each layer that allows pockets for air to pass through. The system disperses heat, rather than trapping it underneath, allowing the body to stay cool. Both the jacket and trousers have been fit ergonomically to each firefighter. It features radio pockets and knee and elbow protection.

Boots
The leather boots are imported from Croatia. The material disperses heat more effectively than rubber boots and do not melt like their rubber predecessors. They meet ICAO (International Civil Aviation Organisation) safety standards, are lightweight and fit comfortably.
ALL GEARED UP |

Radio
Allows the user to operate on VHF and UHF on the base and working alongside Fire and Emergency New Zealand

Entry Tool
Designed to open doors and windows that are locked, to gain entry into a building or aircraft

Torch
Used for identifying hazards and risks inside an aircraft or building

Jaws of Life
For extraction of trapped people inside an aircraft or crashed vehicle

Breathing Aparatus
Worn when entering an aircraft or building where there is a toxic environment, smoke and heat

Rural Firefighting Helmet
Used when fighting wildland fires

*Note: the gloves pictured are from the previous firefighter clothing and will be phased out

To find out more about being a Royal New Zealand Air Force fire fighter, visit www.defencecareers.mil.nz/air-force
Keeping a stream of highly skilled pilots flowing through the veins of the RNZAF comes down to the high calibre of qualified flying instructors, some of which have honed their skills in the South Island skies recently as part of a flying instructor’s course.

All the pilots on the course are converting from other RNZAF aircraft and have been captains on either C-130 Hercules, P-3K2 Orion, Boeing B757 and NH90 MUH capability.

They are getting to grips with the capability and power of the T-6C Texan II aircraft in navigation, formation and low-level flying in terrains they may not have encountered before.

The flying instructors’ course can be considered in two parts. The first part is converting already skilled pilots onto the T-6C and the second part is training those pilots to be excellent instructors.

“They all have different skillsets, and this is a great opportunity for them to cross pollinate the knowledge, experiences, thought processes and tactics they have gathered over their careers,” says Central Flying School Flight Commander Squadron Leader (SQNLDR) James Peters.

“They all bring something different to the table and this course is about standardising those skills and getting everyone at the same level.

“For example, pilots on the Orion would not have a lot of mountain flying, but plenty of search and rescue and surveillance experience.”

The pilots were training out of Christchurch over December and January. Being away from home base with four T-6C aircraft familiarised them with operating around the country with the aircraft in scenarios they would encounter with future students.

“We really appreciate the communities around New Zealand that welcome us to train in their back yards. We need to be able to train in all terrains and scenarios to ensure we are ready for all eventualities,” says SQNLDR Peters.

“Qualified Flying Instructors are crucial to keep the ab initio pilot training going and to ensure we have an uninterrupted flow of pilots through the Air Force.

“This is a high priority flying course in the Air Force, as these future instructors will grow the next generations of RNZAF pilots and aircrew.”
“This is a high priority flying course in the Air Force, as these future instructors will grow the next generations of RNZAF pilots and aircrew.”

–Squadron Leader James Peters
The Senior Medical Officer has been New Zealand’s Head of Delegation for the Aero-Space Medical Working Group (AMWG) to AFIC for the past 15 years and recently hosted the group’s annual meeting, in the new Air Medicine Unit at Base Auckland.

Aeromedical evacuation includes medical evacuations normally carried out by C-130 Hercules and NH90s. They range from short haul local flights to international flights.

WGCDR Hurley said the challenge was to maintain the same level of care for a patient during transportation in an unforgiving environment as any other time.

“Medics need to be proactive in assessing a patient’s needs during flight as sometimes trying to carry out certain procedures in flight can be very difficult and not without some risk.”

Deputy Chief of Air Force Air Commodore Mark Brunton said WGCDR Hurly had contributed significantly to the organisation in many aspects and guises over the years and was instrumental in providing a level of consistency that has ensured the AMWG has continued to add value across all the Five Eyes operational and training spheres.

“Peter’s achievements for AFIC include re-writing the publications on malaria, and the aircrew medications to be used while maintaining flying status, helicopter under-water escape apparatus and flying and diving.”

WGCDR Hurly immigrated to New Zealand from Cape Town in South Africa in 1987. After Pharmacy studies and compulsory military training there, he qualified as a doctor at Pretoria University Medical School, and returned to work in accident and emergency at a hospital in Cape Town.

Due to the political situation in South Africa, he and his family moved to Dargaville where he worked as a General Practitioner and was involved with the local air training corp.

“I was encouraged to go to Waikouku Military Camp and attend the Regular Officer Selection Board for the Army.” He was offered a commission and took a posting to Linton Army Camp.

While WGCDR Hurly was working as a GP in Palmerston North, Base Ohakea’s then Base Commander invited him to take up a reservist position there. In 2001 he became director of Air Force Medicine and in that role, took over as head of delegation at ASSC – the forerunner to AFIC.

“In my time with AFIC I was involved in training aeromedical evacuation crews and in progressing the initial drive to develop a capability especially with a partnership with RAAF,” he says.

“I revamped courses and restarted the Search and Rescue (SAR) course, which had fallen into limbo - and we opened training to all services.

In the future WGCDR Hurly would like to see progress on the aeromedical evacuation simulator for training, as well as developing advancement of Aviation Medical Officer (AvMO) training and credentialing.
Preparing for a Health Crisis

The inter-agency exercise’s fictional scenario was centred on an outbreak of Middle Eastern Respiratory Syndrome (MERS). The scenario was carried out as part of the ongoing collaboration between New Zealand’s border agencies to support the status of Whenuapai Airfield as a designated international Point of Entry.

“Preparing for a Health crisis,” says exercise planner and Whenuapai Airport manager, David Bacon.

“The border health exercise aimed to practice, assess, and review all the tasks required to deliver an appropriate response to a notifiable disease incident at Base Auckland and the subsequent processing and quarantine of passengers,” says exercise planner and Whenuapai Airport manager, David Bacon.

“We have to ensure personnel are trained and current with their knowledge of emergency procedures, so that we are ready to respond to a potential border health emergency.”

In the exercise scenario, the New Zealand Government evacuated embassy staff from a number of countries in the Middle East due to the threat from MERS – a potentially fatal disease.

The NZDF was tasked with transporting 24 New Zealand citizens from the United Arab Emirates after the national carriers from a number of regional states refused to carry Western diplomats and embassy staff.

A Boeing B757 with six crew collected the New Zealand citizens and the exercise began with the aircraft en route to Whenuapai after leaving Abu Dhabi International Airport.

Near to New Zealand, the captain reported a number of health issues emerging with the situation fast deteriorating. One New Zealand citizen was reported deceased, one severely unwell and nine mildly unwell.

MERS required notification to the World Health Organisation and New Zealand had to implement border entry and exit measures due to the potential public health risks.

The exercise focused on a parked Boeing at the base and required participants to work closely with the Auckland Region Public Health Medical Officer of Health who came on site.

Other agencies involved in the exercise included St John Ambulance, Ministry of Health, Customs, Ministry for Primary Industries, NZ Police, and the Auckland Council’s Civil Defence team.

“Like every exercise there are lots of lessons learnt, but feedback from the Auckland Region Public Health service and our supporting agencies was positive,” says Mr Bacon.

“It was timely because the Ministry of Health is predicting some significant strains of illness to come out of certain parts of the world next year,” he says.

“All New Zealand Ports of Entry are required to exercise their border health procedures.”
Head in the clouds

Air Force technology is constantly developing and it’s interesting to see how far we’ve come over the years. This is the first piece in a series looking at our modern kit compared with the historical versions our airmen used.

GOSPORT TUBE FLYING HELMET
YEAR: c1940

In the earliest days of aviation communication between crew members in aircraft with open cockpits was virtually impossible. These leather ‘Gosport tube’ flying helmets were designed towards the end of World War I in an effort to improve inter-cockpit communications. Each helmet had provision for earphones, and a simple speaking tube fitted to the side with a mouthpiece, which would in turn connect to the head set of the other crew member, enabling them to speak to each other. This design was used right through the inter-war period and into World War II. Eventually, as radio transmitting technology improved, specialised flying helmets were developed that incorporated radio communications equipment.

From the collection of the Air Force Museum of New Zealand
Our helmets have come a long way in nearly 80 years. Pilots who fly the T-6C Texan aircraft wear state-of-the-art helmets that incorporate the latest technology. The graphite outer shell is light in weight but delivers solid head protection and inside is lined with an energy-absorbing liner that absorbs and reduces impact forces. It provides enhanced sound reduction for the aircrew with improved hearing protection and speech communications and allows the aircrew member to communicate both inside and outside the aircraft. The snap on visor can be removed quickly and offers protection from windblast, high light intensity and debris from canopy or wind screen failure. Attached to the helmet is an oxygen mask providing breathing air to the pilot.
The heart of the home is the kitchen and Base Auckland’s heart has just undergone a major make-over. The long-awaited work on its in-flight kitchen has resulted in state-of-the-art equipment and a design layout that’s fit for purpose.

Base Auckland is pleased to have its ‘new and improved’ in-flight kitchen up and running, which looks really good and it’s operationally efficient and compliant to modern regulation” Hospitality Business Manager Neven Letica said.

The refurbishment has been a long time coming and was initiated about three years ago after it was decided a new floor was necessary.

“The floor was completely unsafe, so I wanted a new floor, but there were legacy issues with the rest of the building as well,” Mr Letica said.

“What we’ve ended up with is a totally re-furbished facility. The walls, ceiling, floor, chillers, office, storage, layout and air conditioning are all new. It’s built to modern standards, to modern code and to best practice, including strict in-flight kitchen standards. This total upgrade has given me greater peace of mind knowing there is a fully functioning facility that’s fit for purpose.”

The building is attached to the Bristol Block and provides in-flight catering for No.s 5, 6 and 40 Squadrons as well as other visiting domestic and international aircraft.

“What we’ve ended up with is a totally re-furbished facility. The walls, ceiling, floor, chillers, office, storage, layout and air conditioning are all new.”

The catering was always being completed to a high standard, but before the remodel, staff were ‘making do’ with the facility that wasn’t built specifically for in-flight meal preparation”. Mr Letica said.

There was a fair amount of uprooting during the work, with the in-flight kitchen moved to the Officers’ Mess and the Officers’ Mess moved to the Combined Mess.

“During the renovation period the Combined Mess staff prepared all the food for the base customers and the Officers’ Mess prepared all the food for the aircraft. We operated like that for about seven months and the contractor ESS, did a really good job providing uninterrupted delivery during this time of major disruption,” he said.

“From my point of view it’s a great story about ESS, our commercial caterers working closely with the squadrons and how well they work together. The switch-back to ‘normal ops’ was also seamless.

“It’s the NZDF’s responsibility to have a facility that is fit-for-purpose for the contractor, so that was one of the drivers behind me pushing for the project to go ahead.”
Air mobility creates strategic effects by moving personnel, materiel or forces using airborne platforms, and it enables operational and tactical manoeuvre and sustainment.

Air mobility is a vital capability that allows a country to project its forces to and within crisis areas in the quickest possible time, often over significant distance. Air mobility aircraft utilise the air power advantages of speed and reach, but limitations in payload, basing, and cost can often make them impractical for transporting anything more than a small proportion of bulk cargo needs, such as during a humanitarian disaster. Therefore, air mobility is often accompanied by sea and/or land mobility capabilities.

The air mobility role includes the air power missions of: air logistic support, airborne operations, air-to-air refuelling, and aeromedical evacuation.

Air logistic support is conducted to deploy, distribute or recover personnel, materiel or forces, and includes the transport of VIPs in a secure travel environment. Air logistic support missions may be inter-theatre (between theatres) or intra-theatre (within a theatre), and can use a traditional ‘hub and spoke’ logistics delivery model as well as providing direct access to smaller and/or austere airfields. Air logistic support operations, particularly inter-theatre, can, and often do, include the use of civilian aircraft. Naval helicopters provide vital fleet air logistic support by delivering ship-to-shore, and ship-to-ship transfers of personnel and supplies.

Airborne operations is about moving combat forces and their logistic support into a contested objective area and subsequently sustain, or extract them, when required. Delivery may be achieved by either air-land, where the aircraft lands at its objective, or air-drop, where the cargo is dropped out of the aircraft while in flight. Airborne operations generally consist of short to medium distance flights, and may involve significant physical risk, especially from enemy ground fire. It facilitates rapid air movement of forces and supplies within
Air power can enable a numerically small force to dominate a large geographical area. One such aircraft used by the RNZAF was the Andover, which was a versatile six-tonne payload airlifter that was operated widely throughout the Pacific, and further afield in support of UN missions in Africa and the Middle East.

Air-to-air refuelling has become a critical enabler of force projection as it extends the range and endurance of the receiving aircraft, and enhances payload. Modern fighter aircraft are often called upon to travel vast distances to their targets and back, provide persistent air patrols, or transit across oceans to staging areas. Transport aircraft benefit from this type of refuelling to extend their range, and the ability to take off with less fuel than would otherwise be needed also means that heavier payloads are able to be carried. Air-to-air refuelling aircraft are force multipliers and therefore valuable targets. The development of stealth aircraft and long-range missiles has meant that large tanker aircraft are becoming more and more vulnerable to enemy attack, and therefore may require the support of fighter aircraft to protect them, along with use of modern countermeasures.

Aeromedical evacuation (AME) is the movement of patients to and between medical treatment facilities by air transportation. It consists of activities ranging from evacuating casualties from the battlefield to a field hospital, to repatriating wounded personnel back home. The capability includes the ability for patients to receive critical care from the point of embarkation.

Four Air Force squadrons have air mobility capabilities. The capability to project New Zealand’s forces internationally (inter-theatre air logistic support) is vested in No. 40 Squadron, which operates the Boeing B757 and C-130 Hercules aircraft to achieve some of the principle roles of the NZDF: supporting New Zealand’s Antarctic presence, conducting operations in the South Pacific, supporting peace and security in the Asia Pacific region, and contributing to international peace and security. Intra-theatre air logistic support is delivered by No. 40 Squadron’s Hercules, No. 42 Squadron’s King Air KA350, No. 6 Squadron’s SH-2G(I) Seasprite, and No. 3 Squadron’s NH90 and A109. Airborne operations is the preserve of No. 3 Squadron’s NH90 and No. 40 Squadron’s Hercules while the latter’s Boeing can be reconfigured to provide a specialised AME fit. The RNZAF does not currently have any air-to-air refuelling capability, either tanker or receiver.

In the next article, we will explore the idea of ISR.
Defence Shared Services Group (DSSG) held their second Excellence Awards evening at Ohakea recently, celebrating the success of their world-class shared services, nationwide organisation.

The event provided the perfect opportunity to recognise exceptional accomplishment of individuals and teams. Emphasis was on excellence in ongoing business improvement, innovation, customer centricity and leadership skills. There were nine awards, with a rigorous nomination and judging process.

DSSG General Manager Rik Anderson noted the significant number of nominations this year, including those from New Zealand Defence Force (NZDF) personnel. It was the first time external submissions were possible. “People outside of DSSG, who have seen DSSG supporting those who serve, have taken it upon themselves to come forward and nominate our people”.

DSSG Director Glenda Parata was humbled by the continued efforts of the staff, who were operating in a challenging fiscal environment, yet went to extraordinary efforts to ensure minimal disruption to outputs. She defined the qualities required to win the DSSG Director’s Award for Excellence, “innovative, passionate about what we are doing, customer focused, has fun, is dedicated, but looks for innovation across DSSG. Not just across their team or their location, but excellence across the whole organisation”.

Ainslie Hollow was the winner of the Director’s Award, who received multiple nominations. Ainslie’s nominations supported her consistent demonstration of the DSSG Director’s Principles: people orientated, professionalism, team DSSG, and accountability. Notably, Ainslie was commended for her drive and passion of training others, as well as her ability to inspire high morale.

A new memorial award was presented this year for Performance Excellence, with the trophy donated by Wing Commander Mike Lefebvre, husband of the late Lynette Davies, a well-regarded and respected Customer Support Agent. DSSG supports NZDF’s strategic outcomes, and is responsible for the efficient and effective delivery of shared services to the entire New Zealand Defence Force.

WINNING RECIPIENTS:

DSSG Game Changer
Neven Letica (Whenuapai) and Ivan Fedoryshchev

“Hospitality Survey” (Woodbourne)

Rookie of the Year
Pauline Fa’avae (Burnham)

People’s Choice
Renee Bruckner (Trentham)
Virginia Gotlieb (Trentham)
Felicity Wilson-Albert (Linton)
Jo Atkinson (Whenuapai)
Alice Attridge (HQNZDF)

Director’s Award for Organisational Leadership
Alice Attridge (HQNZDF)

Supporting Those Who Serve
Team Whenuapai

Service Centre of the Year
Team Ohakea

Paradigm Shift Award
Courtnay Grant (HQNZDF)

Lynette Davies Award for Performance Excellence
Caroline Jensen (Whenuapai)

Director’s Award for Excellence
Ainslie Hollow (Whenuapai)
Weekend at Woodbourne

The fun doesn’t stop at Base Woodbourne just because it’s the weekend.

All junior personnel at the Marlborough base have the opportunity to take part in extra-curricular activities through the In Loco Parentis scheme, including skiing, rafting and tramping. The activities are planned and run by enthusiastic volunteers from base.

The NZDF provides support through vehicles, food, and some facilities or equipment. The Base Welfare Fund provides some subsidies towards activities and use of Hire equipment.

The activities offered are geared towards either a sports intro session, an adventurous activity, or a regional Marlborough showcase type of activity – many branch out across all three of these areas.

Recent activities have included clay target shooting and ski trips to Rainbow ski field, with the ski field generously donating free ski passes for the last trip.

**OTHER REGULAR TRIPS ARE:**
- Rafting on the Clarence River
- Kayaking to Bluemine Island
- Marlborough Sounds boat trip to Ship Cove and Motuara Island
- Tramping up Mt Owen
- Completing the West Coast’s Charming Creek walkway
- Mountain biking to St Arnaud and Kaiteriteri
- Snorkelling and gathering paua
- Fishing

Any enquiries or suggestions for trips can be directed to Flight Sergeant Garth Haylock at LTS. We are always grateful to have people volunteer to run a trip.

**HAVOC UNLEASHED**

**Manoeuvrist Approach**

The manoeuvrist approach seeks to shatter the enemy’s cohesion through a series of actions orchestrated to a single purpose that creates a turbulent and rapidly deteriorating situation that the enemy cannot cope with.

**Air Power in Action**
Together the Ministry of Defence and the New Zealand Defence Force are aiming to become an International Exemplar in capability management for a nation of this size, by 2020. To realise this goal the joint Defence Capability Change Action Programme (DCCAP) was initiated in 2015 to lead both organisations through the changes.

To ensure success, the DCCAP programme is a partnership co-owned by the Secretary of Defence Helene Quilter and the Vice Chief of Defence, Air Vice-Marshal (AVM) Tony Davies, who are leading the effort to embed the changes over the next 18 months.

The DCCAP is improving how Defence procures all types, sizes and scales of capability, and how these capabilities are introduced into service.

It is important we purchase the best capability available for our needs, not just from a financial perspective, but to ensure our people are equipped with the right tools to do their jobs; to ensure mission success; to provide confidence that our people are protected; and that our people have the right skills to use the new capability.

At the time of initiating the DCCAP programme, Defence’s forecast capability investment was in the region of almost $20 billion through to 2030. As part of her vision for the DCCAP, Ms Quilter wanted to move from a functional approach to capability management to a structured, integrated approach based on understanding capability management as a complex, interdependent system.

She wanted New Zealand to be recognised as an international exemplar where Government could expect complex military capabilities to be defined, developed and delivered on time, within budget, to quality standards, and for the purpose intended by Government.

“My vision for the Defence Capability Change Action Programme is always seen through the eyes of our sailors, soldiers and airmen. It’s about getting the right military capability that delivers the military effect expected. It must provide our men and women with the competence and confidence to operate when we put them in harm’s way.”

- Chief of Defence Force, Air Marshal Kevin Short
At the heart of all the changes is the Capability Management System (CMS). The CMS is the guidance, standards, frameworks, enablers, tools and people required to undertake Capability Management activities.

It is underpinned by the Capability Management Framework (CMF) Online. CMF Online sets out the roles and responsibilities processes and procedures for how Ministry and NZDF staff jointly deliver capability projects. It can be accessed by all Defence staff and ensures Defence processes are implemented in a consistent, repeatable way.

AVM Davies said fundamental to the CMS was the early lifecycle thinking and planning for critical elements such as user requirements, capability integration and throughput life support.

“This means using our military expertise as subject matter experts, bringing the expertise into the projects a lot earlier to support better quality capability, more seamless integration, and a ‘no surprises’ approach across our Services.”

The DCCAP is a big project with ambitious goals, Defence is currently just over the halfway point and the Ministry is pleased with how change is progressing, noting the future state will significantly improve how Defence manages all aspects of new capability.

Ms Quilter said by 2020 we will be in a position to better anticipate our future capability needs over a longer period. “We would have improved how we achieve better accuracy in acquisition costs, the personnel needs to operate and support the new capability, and our ability to fund the capabilities through their lifetime.

“But more importantly, that service people know about and genuinely look forward to the new capabilities, and they receive the training and preparation they need ahead of time,” she says.

Projects underway in the air domain using the new CMS:

• Air Surveillance Maritime Patrol
• Future Air Mobility Capability Project
• NH90 Flight Training Device
High Calibre at Shooting Competition

**BY SQUADRON LEADER WIN WALKER**

What does winning look like you may ask? It’s the single patch on the ragged group of an RNZAF service rifle target!

There is one date of importance in the calendar of any RNZAF service rifle shooter and competition is getting fierce. The 2018 Inter-base service rifle competition was conducted on Parsons Range to select a team for the New Zealand Service Rifle Association (NZSRA).

Compared to the 2017 competition this Inter-base shoot had grown in competitor’s numbers and the competitive edge shown by both teams and individual shooters.

The event consisted of various serials from the Inter-base Service Rifle Course of Fire with ranges out to 300m. The look and feel of the competition was set up to accustom shooters to what they would expect from an NZSRA shoot with preparedness being an individual shooters responsibility.

Competitors travelled from Wellington, Woodbourne, Ohakea and Whenuapai for the event which produced numerous marksmanship winning performances with the following being awarded trophies in prize categories:

- RNZAF Rosebowl, awarded to the five person team obtaining the highest aggregate score was awarded to RNZAF Base Auckland.
- Dix Cup, awarded to the competitor obtaining the highest individual score was awarded to SGT Nicholas Ransfield.
- Top Shot awarded to the competitor obtaining the highest aggregate score was awarded to SGT Nicholas Ransfield.

RNZAF has grown very quickly in the discipline of service rifle shooting and the team selected to represent at the Easter 2019 Service Rifle Competition will be a credible threat to the top prizes.

The growth of experienced RCO’s and key range appointments has also enabled the team to be self-reliant. Combine this with the fast handling and highly capable MARS-L and the winning formula is complete.

An acknowledgement and many thanks to Linton Military Camp S7 Branch and RNZAF Base Ohakea for hosting the competition and providing support to the competitors. No. 42 Sqn and LC(A) for providing transport. Thanks also to the organisers, RCOs, supporting trades and the participants themselves for injecting so much energy into the competition.

Should any readers be interested in participating in future competitions or being selected for the Service Rifle Team then please contact your local base shooting sports club for details.
1. Describe the rank distinguishing flag (pennant) of an Air Vice-Marshal of the RNZAF.

2. Who wrote: “Once the command of the air is obtained by one of the contending armies, the war must become a conflict between the seeing host and one that is blind”?

3. Which WWII bomb was bigger: the Grand Slam, or Tallboy?

4. In broad terms, what is the range of an IRCM, an Intermediate Range Ballistic Missile?

5. Anti-Access is a military deterrence strategy. What does it mean?

6. Which RAAF squadron operates the P-8A Poseidon Maritime Patrol Aircraft?

7. Name the ‘V Bomber’ types that comprised the British strategic nuclear strike force of the 1950’s and 1960’s.

8. When was RNZAF Station Woodbourne established?

9. Describe air and space battle management.

10. Precision is an air power characteristic. What does it mean?
The dense forest tracks at the Kaipara Air Weapons Range is not somewhere the general public can go, but I was fortunate to be invited to go and capture some images of an RNZAF Communications exercise. This shot is of some of the team on a patrol heading out from their base camp.
NEW ZEALAND TATTOO 2019

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