On Board with the NH90s
Hercules’ Special Reunion
Air Force’s Maritime Maintainers

Protecting the Air Force
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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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- photos provided separate from the text – at least 300dpi.

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New Zealand Government
In order to serve the people of New Zealand, it is imperative that every day we focus on how we as airmen contribute to the effective and safe conduct of Military Air Operations. Everyone has a part to play, no matter where you work or your job role. In conjunction with professional mastery, fitness to serve is an important aspect of how we contribute. What does fitness to serve mean? How fit are you to serve?

The operational fitness test is the minimum standard of physical fitness to be fit. Not the highest standard, the minimum standard. If I asked you what month your operational fitness test was due, would you automatically know? In most cases the answer would be yes. Does the same apply to other areas of fitness, your key deployability criteria; core military skills, annual weapons proficiency, security clearance, medical, dental, and passport?

In May, I conducted my annual Core Military Skills (CMS) practical assessment and conversion training to the Modular Assault Rifle System – Light (MARS-L). The CMS Security Forces instructional team at Ohakea were brilliant and I commend them for their professionalism and instructional technique to achieve qualification on our new weapons system. Similar props goes to the Medic first aid instructors who instructed at the highest standard during the first aid assessment.

“First aid” also applies to other areas of health and wellbeing. In some cases a person may need to apply “first aid” to themselves or to those around them. Your adaptability and resilience can be tested and it takes courage to reach out for help, whether it be for obvious medical or physical conditions or for something that is not quite so obvious.

It also takes courage to recognise that others need help and to stand for them as well.

Earlier this year, there were Court Martials held, which related to Class A and B drugs for two airmen. It is very clear that there is no place for the misuse of substances in the New Zealand Defence Force and misuse of drugs and alcohol can affect fitness to serve. Substance misuse undermines the values we strive to uphold and can break down the trust and confidence that we have in each other.

The new policy for Substance Harm Minimisation (OP STAND) will be released this year. The three guiding principles for the policy are; Safety Critical, Health and Wellbeing Approach and Proportionate Responses. There will be a comprehensive approach to deal with substance misuse including;

• prevention, treatment and rehabilitation,
• training and education, and
• detection and enforcement.

Being fit to serve is more than passing the operational fitness test once a year. It is about meeting full deployability criteria, achieving professional mastery, being aligned to our core values and a high standard of behaviour and deportment. To be fit to serve in all areas requires ownership, commitment, leadership and in some cases, courage to speak out. The standard you walk past, is the standard you accept.

“We all own responsibility when it comes to being fit to serve, to lead self and lead others, to be fit for today - ready for tomorrow.
Our NH90 helicopters have been consolidating with recent training to land on the deck of HMNZS Canterbury, while she was in the Hauraki Gulf Harbour. The training was designed to qualify pilots new to the procedure and maintain currency for those experienced in deck landings. A couple of pilots tell Air Force News the training was plain sailing.
The margin of error in landing a large NH90 helicopter on the deck of a Navy ship is far finer than areas the machines usually operate in, Flight Lieutenant (FLTLT) Hamish Reichardt said.

“The key is the proximity to both people and the super-structure – the ship. The other thing is the ship is rolling and pitching – so it’s a moving beast.”

The training with Canterbury was vital because it ensured the crew could train the next generation coming through, which expanded the maritime lift capability, FLTLT Reichardt said.

Having the ability to land on the ship’s deck while she was at sea, also meant the crew did not necessarily have to have as long in transit, he said.

“The ship can get underway and we can fly out to meet her and fly off early at the other end.”

While the deck wasn’t moving a lot, the landings were still very different to bringing the helicopter down onto the ground, he said.

“The aircraft is more than capable of doing it, but it’s just another discipline that we can add to the list. I’m sure that the more we do it, the more we will be exposed to a range of operating conditions.”

The qualifications also meant that the squadron was more “deployable” and there would be more opportunities to be sent overseas on operation with the Navy, he said.

Now the squadron just has to work on their sea-legs...

“The direct output is being able to operate off Canterbury, for the likes of Humanitarian Aid and Disaster Relief missions or to routinely resupply off-shore islands.”

— Flight Lieutenant Hamish Reichardt
Boeing Transports Donated Goods to Fiji

A No. 40 Squadron Boeing 757 has transported 1.5 tonnes of donated clothes, toys, books and other goods destined for remote communities in Fiji.

“These goods will make a difference to the lives of people in rural areas of Fiji and I know they’re looking forward to receiving them. Some of the goods will be used to support grassroots community initiatives.”

– Fiona Tora, Empower NZ

Air Component Commander Air Commodore (AIRCDRE) Tim Walshe said a Boeing 757 on a scheduled flight to the Fijian capital of Suva recently transported the goods collected by Wellington-based non-profit organisation Empower NZ.

“Our Defence Force is pleased to be able to support such a worthy cause,” AIRCDRE Walshe said.

Fiona Tora from Empower NZ said most of the shipment comprised new goods, including clothing for women, children and men, and educational resources such as books and stationery.

“We’ve also included donated toys, linen and clothes for infants and toddlers.”

Empower NZ volunteers had been working for almost two years to collect the goods and the NZDF’s assistance in transporting them to Fiji was invaluable, Ms Tora said.

Empower NZ is collaborating with its sister organisation Empower Development Fiji to distribute the goods.

TOP RIGHT: Boeing 757

BOTTOM RIGHT: Fiji Air Terminal Customs Clearance agent Mohinesh Narayan hands over donated goods to Empower Development Fiji director Millie Lakokinakeba
THE PROTECTORS OF THE AIR FORCE

BY EDITOR
REBECCA QUILLIAM
Security Forces is the unit the Air Force turns to when it needs its assets or personnel protected. The units are based at Auckland, Ohakea and Woodbourne and include airmen and Military Working Dogs.
threats. Security Force personnel were deployed and assisted the NZ Police in containing the situation.

The unit’s lineage can be traced back as far as World War II in one form or another. Over the years the structure and names were changed until its final iteration last June when the trade name changed from Force Protection to Security Forces.

“The title now better reflects our role and responsibility for the Air Force, and its place in the Defence Force’s deployable structure,” SQNLDR Hart said.

Sergeant (SGT) Pete Combe from the Security Forces Section at Base Woodbourne said his small team was the first to be called for any event in the South Island.

During the recent wildfires near Nelson the team was the first responders. They are also on hand for all exercises based out of, or at Woodbourne. During these types of events and activities teams of personnel keep an eye on the Air Force assets.

His team also secured Christchurch’s airport terminal when Prince William visited on Anzac Day, in the wake of the Mosque shootings.

Warrant Officer of Security Forces Warrant Officer (W/O) Abby Ward said the selection process for Security Forces was robust.

“Candidates who are looking to join the Security Forces team are put through a three day selection process where they are assessed for their suitability for the trade during a range of activities, interviews and tests. First and foremost

Either at home or overseas, the protectors of the Air Force often start their work as the sun sets. Air Force News finds out about the unit that provides security on exercises and operations.

“Everybody in the Air Force will see some of what we do at multiple points in their careers, whether it’s through Recruit Training, Core Military Skills or Survival Training Instruction, or seeing Military Working Dogs conducting activities,” Staff Officer Force Protection, Squadron Leader (SQNLDR) Chris Hart said.

“But I think there’s also a lot to be said for the work that we do that nobody will see because we’re often working after hours in the dark, and by ourselves. We’re providing security on flight lines, or looking after Air Force aircraft in interesting places while everyone else sleeps.”

Earlier this month the team was put to the test when a member of the public accessed Base Auckland and made

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we need to ensure that they have the ability to interact with others, from de-escalation of a situation through to being able to show advanced levels of leadership that would be required in a combat environment.”

W/O Ward has also deployed with Security Forces to the Middle East. During those missions the team provides point protection when the aircraft lands, security inside the aircraft and security for New Zealand-occupied buildings.

“We also contribute to ongoing training in theatre, including continuation training and range qualification shoots. We spend quite a bit of time on the ranges while we’re away, when we’re not flying around with the aircraft.”

The trade trains for scenarios that are a high likelihood of happening in places like the Middle East, including insider threat or an attack from a small, well-coordinated adversary.

“Additional factors in those sort of environments result from working in coalition and alongside the host nation. In places like the Middle East there are some additional complexities because it’s not our country, so there’s a reasonable amount of liaison and negotiating for us as a small contingent to fit into the bigger picture.”

Corporal (CPL) Renee Thyne has recently been part of the Security Forces team deployed to Kaipara Air Weapons Range during a live fire exercise.

“We need to make sure there are no unauthorised people in the area, so we do a clearance patrol of the range by vehicle.

“People will drive right up the coast and into the range – they think that it’s open to the public when the flags aren’t flying, but realistically, they’re not supposed to be there at any time.”

The team was at the site for four days straight ensuring the security of the area, during which time four members of the public were banned.

“I like the variety the job offers and the people we get to work with. We’ve got a lot of skills we can put forward into what we do. It’s not just sitting behind a computer, it’s driving, it’s weapon instruction, it’s talking with people and it’s planning. I really love it.”
Since our canine colleagues joined the Air Force, they have been put to work around the country and on overseas deployments. And it's fair to say, they have been welcomed warmly to the fold.

“They are particularly useful on an airfield, but they also lift the morale of any unit that operates with them,” Military Working Dog (MWD) Co-ordinator Sergeant (SGT) Blake Northover said.

The unit’s dogs are a mixture of Dutch Shepherds and Belgium Malinois, which are smaller than German Shepherds that the unit previously used.

“They have agility and speed and we have the ability to manage them,” SGT Northover said.

“We can get them in and out of vehicles and over obstacles easily, as well as have them operate in the aircraft. We go through rigorous training to ensure the dogs are able to perform under any type of distraction.”

The dogs were a “force multiplier” and could be equivalent to eight personnel, depending on the role, he said.

The dogs’ role is to maintain security of the air base – a task that hasn’t changed over the past five decades. They are trained to detect and apprehend any person who should not be on the base or at the deployment area.

The Military Working Dog unit has been in operation at Base Auckland for more than 50 years and was introduced after the purchase of the P-3K Orion fleet in 1967, which required a certain level of security.

The unit has recently had a new purpose-built kennel installed. It was the first facility of its kind the MWD unit had seen and was designed and built specifically for the unit’s requirements.

There are now multiple kennels in the main block, with a run shared between two kennels, all accessed from within the facility and set up so that two dogs could alternate in a run throughout the day, he said.

The new facility also includes an isolation block of kennels that can house sick dogs, visiting dogs and student handlers, so they can come and go for training without disturbing operational dog teams.

The newest team member to enjoy the kennel is 17-month-old Gator, SGT Northover said.

“The number one thing that Gator wants is engagement, so as long as he has us in eyesight, he’s calm.

“It’s really good for the handlers to see a new pup being trained to work as a working dog from scratch. Watch this space – he’s going to be a future prize-winning working dog.”
“They are very good at wind scenting, urban detection, apprehension and being a visual deterrent. Just the sight of a dog is generally enough to put people off,”

– Sergeant Blake Northover

Security Forces Auckland (SECFOR AK) have security obligations all over the world but domestically we have a particular focus on the Kaipara Air Weapons Range training area.

Kaipara’s coastal location is a hotspot for civilians with interests in off-roading and fishing and unfortunately they can sometimes encroach into defence land.

Because of the military training conducted at the range there are dangers which SECFOR AK mitigates by issuing banning notices to civilians coming on to defence land. Finding civilians can prove difficult while trekking the area’s vast dunes and forests, but with the remotely piloted aircraft systems (RPAS) it significantly increases SECFOR AK’s chances to find them.

The benefit of using RPAS in the remote region is that we can deploy them quickly to cover large areas. This means we can capture imagery of trespassers as well as new tracks and signs of activity on a large scale that wasn’t possible prior to RPAS. Unless helicopters or fixed wing aircraft were used, using up flying hours and costing significantly more to operate than an RPAS.

SECFOR AK can also use the imagery as evidence in instances where civilians breach the banning notice and need to go to court.

Recently my team was on patrol and two vehicles were spotted heading north towards us. I quickly deployed the RPAS and sent it out in search of the vehicles. Within two minutes I spotted both vehicles parked 500m away. I captured photos of the vehicles’ registrations, which might have been the reason the drivers continued their journey to our checkpoint and received the banning notice.
New Zealand Army veterans took a trip down memory lane when they recently flew to Christchurch on the same Air Force C-130 Hercules aircraft that flew them to the Vietnam War 50 years ago.

The veterans, former infantry soldiers from the Victor 4 Company that deployed to Vietnam on May 8, 1969, were accompanied by their families. Flight Lieutenant Tim Leslie, an aircraft captain from No.40 Squadron, said about 90 veterans were flown from Auckland, Tauranga, Ohakea and Wellington to their 50th anniversary reunion at Burnham Military Camp.

Veteran Geoff Dixon, 70, said for wives, children and grandchildren to fly in the same aircraft that flew their husbands, dads or grandfathers to war was a very emotional trip.

Fellow veteran Phil O’Connor, 71, said the flight on NZ7002 – the Hercules that flew the 120-strong contingent from Singapore to Vung Tau in southern Vietnam – brought back a flood of memories.

“What nostalgia! It could not get any better,” he said.

Mr Dixon had just turned 20 when he went to Vietnam and was second in command of a rifle section comprising 10 soldiers.

“It was physically and mentally challenging. You had to carry heavy loads of ammunition and spent each day on edge,” he said of the year-long deployment.

During their first operation, which Mr Dixon described as their “baptism of fire”, they came under heavy attack from the Viet Cong and suffered their first casualty – his best mate Jack Williams.

“I saw the flashes from the muzzles of the enemy’s rifles. That was how close and intense the gun battle was,” he said.

“Initially, it was nerve-wracking for all of us. But after a few weeks we became attuned and learnt from our experience.”

Apart from the threat of landmines, operating in a tropical jungle meant the New Zealand soldiers also had to deal with venomous snakes and scorpions, leeches, termites, mosquitoes and red ants, he said.
Operating as part of a combined Anzac battalion with the 6th Battalion, Royal Australian Regiment, the New Zealand troops went into the jungle for a month of operations, tracking down hostile forces, and then returned to the Australian base at Nui Dat for a respite.

The New Zealand Government sent troops to Vietnam from 1964 to 1972. Only half of Victor 4 Company’s 120 personnel remain. Seven died in combat or from sickness while in Vietnam, and 57 others have died over the past 50 years.

Flight Lieutenant Leslie said it was a great honour to fly Victor 4 Company personnel and their families as they commemorated the 50th anniversary of their deployment.

“Together with thousands of others who served in Vietnam and other theatres of conflict, they made a contribution to the freedom we enjoy today.”

“I think it’s really appropriate we could get NZ7002 to them. I think it really added to the context of the reunion and I’m pretty sure the after match stories from the reunion will feature the plane.”

– Squadron Leader Paul Jackson

Keeping an aircraft flying and in good condition for half a century takes more than good luck. It takes dedicated teams of people from the manufacturers, logistic support, engineering support and of course, the maintainers.

Flight Commander of Maintenance Flight at No. 40 Squadron, Squadron Leader (SQNLDR) Paul Jackson said there had been major maintenance on the whole fleet over the decades including new wings, replacement engines, self-protection system implementation, avionics and a Life Extension Programme.

“There is still a lot of the original structure there, but it can’t really be said to be the same aircraft it was 50 years ago.”

The Hercules is sent around the world to austere environments, he said.

“We’ve got a 50-year-old plane to look after and we’ve got to support it ourselves. It’s like taking an old truck and driving it around the planet.

“It takes a pretty special person to be here, but our maintenance team loves the work because it’s challenging and also because they get to contribute to some significant operations.”

It was a rewarding feeling knowing the same Hercules that flew the veterans 50 years ago could still take them on a special flight, SQNLDR Jackson said.
Kitted out in Camouflage

No. 3 Squadron crew members have been kitted out in new gear designed to keep them safe and alive in a hostile environment or an emergency landing. The new gear has already been tested in Solomon Islands during the country’s recent general election and is about to be showcased in the upcoming Talisman Sabre exercise in Australia. Flight Sergeant Luke Miller gives us the lowdown on the new look.

Aramid multicam uniform
The layered system keeps aircrew warm in frigid environments such as mountain flying. It also uses a dual-layer system that provides protection in case of fire. The DRI-Fire long sleeve top and pants are worn underneath and allow for additional layers.

Air Warrior
A full-body harness that attaches the wearer to the aircraft, but also provides a platform for survival gear.
Body armour plate
It’s about 10kg and is part of the Air Warrior kit. Needs to be worn in a hostile environment for protection.

Alpha 900 helmet
The maxillofacial shield for the Helicopter Loadmasters prevents wind noise on the microphone. Night vision goggles are mounted on the visor shield so they can be used with the visor down.

Warm weather jacket
Part of the layering system, made from flame retardant material. The material is layered and provides water resistance as well as fire protection.

Underwater Escape Module
Used for escaping a helicopter if it goes into the water. It gives a maximum of four minute’s worth of air.

Knee pads
To protect clothing from wear and tear as the loadmaster moves around the inside of the helicopter.

Glock pistol
Helicopter Aircrew are required to carry a pistol for self-protection. It can be carried on either the Air Warrior vest or on a belt.
High flying fashion

IRVIN JACKET

YEAR: 1944

The bitter cold of high-altitude flying in un-insulated aircraft was a very real concern for air crew during World War II. One way of combatting this was the use of warm clothing such as the reversed sheepskin jacket commonly known as the ‘Irvin jacket’, named after its designer, American aviator Leslie Irvin. Bomber crews often wore Irvin Suits, consisting of the leather jacket combined with leather trousers, and some versions were even wired with electrical heating elements. Fighter pilots generally wore Irvin jackets over their standard Service Dress or Battledress uniforms, when required; the one pictured here belonged to Kiwi fighter ace Squadron Leader Robert ‘Bob’ Spurdle, DFC and Bar.

From the collection of the Air Force Museum of New Zealand
Fashion takes on a whole new meaning when it comes to flying aircraft. Designed with function in mind, these jackets have served pilots well and are essential flying assets. Fashion may have changed over the past eight decades, but the idea of a functional flying jacket hasn’t changed.

LOW LOFT JACKET
YEAR: 2016

The Low Loft jacket and trousers were started as a project to introduce into service in November 2016 as the Level 4 layer of the Aircrew Layered Clothing system. It had to provide protection in all cold weather environmental conditions, be lightweight and compressible, be available in coyote tan or MultiCam patterned material, and be able to be worn over other layers of the Aircrew layered System. The jacket’s features include a tight woven 4 oz/yd, 100% nylon face fabric with Gore’s new Light and Fast technology for breathable, water-resistant, and windproof protection. It also provides all weather protection with enough air permeability to reduce the ‘balloon’ effect when jacket is stowed away rapidly. The breathability expands the comfort of the jacket across a broad temperature range.
Air Marshal Carey Adamson
1942–2019

Former Chief of Defence Force Air Marshal (Rtd)
Carey Adamson, CNZM, AFC, has died after a long battle with illness. He was 76-years-old.

He was farewelled at a full military funeral in Wellington last month.

Air Marshal (AM) Adamson led the Defence Force from 1999 to 2001 and oversaw a major operational peacekeeping deployment by the three services to East Timor, when unrest escalated.

The close co-operation of the Royal New Zealand Navy, NZ Army, and Royal New Zealand Air Force, during the East Timor operation, resulted in AM Adamson establishing Joint Force Headquarters in Trentham, which has continued to command NZDF operations and major exercises ever since.

Chief of Defence Force Air Marshal Kevin Short said AM Adamson left an important legacy for the New Zealand Defence Force, which was the creation of the Joint Force concept and the introduction of Headquarters Joint Forces New Zealand in 2001.

“While the NZDF takes for granted the concept today, back then it represented a major change in the way the armed forces operated. Strong leadership from AM Adamson was required to ensure that the concept was adopted and introduced.

“AM Adamson’s career left a lasting legacy for the New Zealand Defence Force. He was passionate about ensuring our people were trained to the highest levels to ensure our success on operations. He will always be remembered.”

AM Adamson grew up in Fairlie before attending Timaru Boys’ High School where he was a boarder. As a teenager he joined the Air Training Corps and won a scholarship to the Royal New Zealand Air Force, going on to spend his school holidays learning to fly.

He joined the Air Force in 1961 when he served as a pilot flying DC-6, Auster and Harvard aircraft. In 1964 AM Adamson was posted to the United States to begin training on the recently purchased C-130H Hercules that were being built there, a period that included flying over East Germany during the Cold War.

In April 1965 he flew the Air Force’s newly built Hercules back to New Zealand, eventually piloting them both in Vietnam and on the first flights to Antarctica.

He qualified as a flying instructor and later, in 1982, AM Adamson became the Commanding Officer of No. 40 Squadron. Four years later, he became the Director of Force Development and in 1990 took on the role of head of Defence staff at the New Zealand Embassy in Washington. On returning home, he was promoted to Chief of Air Staff.

AM Adamson was awarded the Air Force Cross in 1979 and Companion of the New Zealand Order of Merit in 1999. He retired in 2001 having dedicated 41 years of his life to serving New Zealand in the military.
While the No. 6 Squadron Seasprite flight crew are Navy officers, the helicopter’s maintainers are all members of the Air Force.

Each time a Seasprite is deployed on a Navy vessel, a team of eight maintainers are also posted to the ship to look after the helicopter.

On the flight deck to assist Seasprite arrival and departures are four aircraft technicians, two avionics technicians (including a flight deck captain role), an armorer and a senior maintenance rating (SMR) who leads the team.

There is also a Navy Flight Deck Officer role assigned on each ship, who manages the aircraft operations, liaises with the ship command team and oversees flight deck safety.

Recently, offshore patrol vessel HMNZS Wellington was deployed to resupply the Department of Conservation Ranger Station on Raoul Island. This twice-yearly assignment includes transporting hundreds of tonnes of stores and equipment, as well as the transfer of rangers and scientists.

A Seasprite helicopter travelled with the ship to ferry loads (and people) from the ship to shore on the island. Deployed with it was a team of No. 6 Squadron aircrew and maintainers, who worked with members of the Army’s 5 Air Movements and the ship’s crew to load and unload the Seasprite.

Senior Maintenance Rating Flight Sergeant (F/S) Tails Taylor manages the team, ensures they work well together and oversees all safety and personnel requirements for the team.

“It’s a small team so it’s important that both a person’s personality and capability fit the team. If one team member is not well or happy, it can affect the whole team.”

On HMNZS Wellington’s recent operation to the Kermadecs, the Flight Deck Captain (FDC) was Corporal (CPL) Jason Treadaway.

“As FDC I lead the aviation team in the evolution on the flight deck from assigning roles and running the deck crew, to pre-flight and fuel checks, and relaying signals to the air crew.

“A sortie from the flight deck might include winching or refuelling – anything off the deck and includes bringing the Seasprite back down onto the deck to normal operating and tie-down.”

His previous experience was on the Navy’s Anzac frigate, HMNZS Te Mana where his eight months included a deployment to South-east Asia.

“My time on Te Mana was a highlight and being involved in the RIMPAC exercise last year from a frigate with so many nations involved and something like 52 ships was memorable. “During the exercise, we had to do a main gear box change on one of the Seasprites and the team spent time at the Marine Corp Base in Hawaii to do that on shore.

It was a challenge doing a major fix away from base and it was a good experience,” he said."Being at sea is definitely a challenge, but I love it. Everything you do is harder than on shore, because of access to parts out of a container and confined conditions of the hanger and deck, but I enjoy the work.

“Simple tasks can be harder in rough seas, and at least avionics-wise any avionics related faults are on my shoulders. I don’t get seasick unless it gets rough, but we have had pretty good seas most of the time.”
“It’s important to have a good close-knit team for the challenges on board whether its seasickness or living and working in close confines.”

– Flight Sergeant Tails Taylor
Air Force Showcased at Omaka Air Show

The Royal New Zealand Air Force was on show at this year’s Omaka Classic Fighters Air Show in Blenheim.

With almost all squadrons represented, the Air Force delivered a top-notch flying display programme as well as several static and ground displays.

Display Director Squadron Leader (SQNLDR) Jim Rankin said the Air Force had looked forward to the last air show of the season.

“For many people, attending an air show is the only time they engage with the Air Force and we want to make that a memorable experience.”

There were aerial displays from the Seasprite helicopter, the T-6C Texan aircraft and the Kiwi Blue parachute team that dropped from a C-130 Hercules. The Air Force was also joined by the Royal Australian Air Force with their F/A-18A Hornet.

To complement the action in the air there were ground displays with the NH90 and A109 helicopters. Crowds were also able to view a variety of Air Force trades, which support the aircraft fleets.

“We had a great weekend at Omaka and we loved showing New Zealanders the face of their Air Force,” SQNLDR Rankin said.

“Taking our aircraft into the public domain and interacting with audiences is something we really enjoy. It’s great to be able to show what our aircraft can do and give people a taste of the Air Force.”

– Squadron Leader Jim Rankin

MAIN:
Vintage aircraft in formation display

FROM LEFT TO RIGHT:
SH-2G(I) Seasprite on display
Young plane enthusiasts checking out an ATC aircraft
Air Force virtual trainer
Ex servicemen checking out the latest technology
Boeing 727 nose joins the Museum

BY COLLECTIONS MANAGER DAVID WATMUFF

Last month saw the newest addition to the Air Force Museum’s large object collection when the nose section of Boeing 727 NZ7272 arrived at Wigram.

The Air Force acquired three ex-United Airlines Boeing 727s in 1981 for long-range transport. Two of them, NZ7271 and NZ7272, joined No. 40 Squadron at Whenuapai, while NZ7273 went to Woodbourne as a spares source.

Both aircraft gave good service until they were retired in 2003 and replaced by two Boeing 757s. NZ7272 is the only survivor and has sat on the ground at Woodbourne ever since. It was used as a ground training aid by both the Air Force and Nelson Marlborough Institute of Technology for many years.

NZ7272 ceased to be of use to the Air Force back in 2009 and it became part of the Training Aids Review Project, which is when the Museum became involved. We were not in any position to take the entire aircraft, as this would have required a very large building to house it, not to mention the logistics of getting it here. We opted instead for just the nose section, back to the aft production joint, which was gratuitously issued to the Museum Trust Board in December 2010.

The NZDF put together a project team and a budget late last year for the disposal of NZ7272 and Airbus was contracted by the project team to remove the engines and they cut the fuselage at the required point on May 1.

The forward fuselage section was transported down to the Museum by Jackson’s Haulage over the night of 9/10 May via the Lewis Pass, arriving in Christchurch in the darkness of early morning.

The fuselage has been placed in storage on site and won’t be available to the public for the time being. In time, however, it will form part of the aircraft displays in the new main gallery space, and our redevelopment project team is working hard on how best to display it.

We also received the number 2 JT8D engine off the aircraft, which is the only one with any Air Force provenance, as well as one of the aircraft’s main landing gear assemblies which will be an impressive sight in its own right when displayed.

After nearly 10 years of planning, it is fantastic to finally have this significant piece of Air Force heritage preserved in the Museum’s collection.
Open with a Bang

The 25-metre open-air firing range is below the level of the surrounding base area and sited well within the base – 280 metres from the nearest neighbour. Military personnel fire down a slope into a 20m wide bullet catcher of fine gravel. Behind this is a precast concrete panel wall 10m high and 20cm thick. This is set in one of the four metre high earth bunds that protect the range on three sides and provide sound attenuation.

The firing range is the first new military-use firing range for the NZ Defence Force in almost 40 years.

“This range replaces the 25-metre range we operated at Hobsonville when that was part of the base,” Base Commander, Group Captain (GPCAPT) Daniel Hunt said.

“This will in essence turn what is a whole day affair into a few hours, which in a base with more than 1000 people is a huge savings in time.”

The base let the surrounding community know about the firing range before it opened for use, engaged with residents and the local school and kindergartens to assure people there was no cause for alarm if they heard firing coming from the base.

“The range will be used during our normal operating hours of 9am to 4pm,” GPCAPT Hunt said.

“We do not envisage using it every day, nor every week, but if you hear firing and are concerned, you can contact the base or the Police.”

The Police will be informed whenever the range is in operation.

New Rifle Range Opens

Whenuapai and Hobsonville communities may hear gunshots and rapid gunfire coming from Base Auckland, which has opened a new firing range to enable efficient weapons training for its military staff.

“It enables personnel to maintain their weapons proficiency annually without having to travel off base.”

- Group Captain Daniel Hunt

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The two-day competition is a great test of skill and fitness and simulates the physical demands of real life firefighting, Sergeant (SGT) Hayden Kinzett said.

“The Combat Challenge is like a firefighter iron man and is the most physically demanding of challenges and deemed the ‘toughest two minutes in sport’.

“Firefighters wear full firefighting personal protective equipment and breathing apparatus. Competitors race against each other over a series of tasks across the course, competing in either the tandem, relay or individual events.”

There was a “huge effort” from the Air Force team with some outstanding results, SGT Kinzett said.

“Everyone in the team set new Personal Records with the relay team breaking the national record by two seconds, only to have it beaten in the following race by less than 3/4s of a second.

“This was an outstanding weekend by all of our personnel. They have shown an immense amount of dedication to training for this event and this dedication has paid off.”

Of note was Aircraftman (AC) Isabel Whitaker who ran a 2:58.88, which sees her inducted into the “Lion’s Den” – the Firefighter Combat Challenge International Hall of Fame. To achieve this competitors must race faster than a specific time for their race category with AC Whitaker’s being sub-three minutes for Open Female.

She is the 39th New Zealander to be inducted into the “Den” and second for the Air Force, SGT Kinzett said.

“Well done to AC Whitaker and all the NZDF firefighters who competed.”

Shooting for the Top

Toughest Two Minutes in Sport

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Air Force and New Zealand Army firefighters recently competed in the National Firefighter Combat Challenge in Wellington, achieving some outstanding personal and team results.

Tasks to Complete:
- climbing a six-storey tower carrying a length of 70mm 19kg flaked hose;
- hoisting a 70mm hose coiled six storeys;
- using a 4kg shot hammer to drive a beam 1.5 metres;
- extending a charged length of 45mm hose to knock down a disc; and
- dragging a life sized dummy 30.5 metres

The Air Force Team:
LAC Ben Sutcliffe, SGT Hayden Kinzett, LAC Cameron Bailey, CPL Adam Green, AC Dion Lee, LAC Carlotta Dalton-Harvey, AC Alex Nieuwenhuis, AC Isabel Whitaker, Mr Bruce Fraser
The annual RNZAF Sportsperson of the year awards ceremony was held in Wellington recently where the RNZAF recognised the talents and achievements of our personnel across all approved RNZAF sports codes.

**Code of the Year: RNZAF Rugby**

RNZAF Rugby has led many initiatives this year in order to rebuild the club, create interest and prestige. These include the establishment women’s rugby at Inter-services. In developing RNZAF women’s rugby an exchange was set up with RAAF rugby to allow development of both clubs. RNZAF Rugby also conducted a community event during the Inter-services camp. This was great team building opportunity, allowed the squad to take some time away from rugby and give back. New uniforms were purchased, including playing strip for men’s and women’s teams. Referees strips were purchased for the first time. This had an immediate effect of building a team culture and developing a greater sense of professionalism.

**Team of the Year: RNZAF Cricket**

The RNZAF Men’s Cricket team was selected as the RNZAF Sports Team of the Year for winning Inter-services Cricket for a record equalling 17th time in a row. The RNZAF Men’s Cricket team also participated in the International Air Force Cricket Challenge in Malaysia, winning the plate by finishing third and defending the Madsen Cup by defeating the RAAF.

**Administrator of the Year: F/S Dean Johnstone**

F/S Johnstone was the manager of the RNZAF men’s Rugby team for the 2018 Inter-Services tournament and the Burn-Merz Rugby match in Australia. F/S Johnstone was additionally the men’s tournament controller for Inter-Services Rugby hosted by RNZAF. F/S Johnstone was also the primary coordinator for the annual RNZAF association Bowls tournament, and also coached the RNZAF team at this tournament.

**Under-23 Sportsperson of the Year: AC Jess Candy**

AC Candy represented the RNZAF at Inter-Services Hockey after being named as the most promising player of Inter-Base Hockey. AC Candy was subsequently selected into the NZDF Hockey team participating at the NZ Senior National Tournament, taking a vital on-field leadership role amongst more senior players. AC Candy has an infectious enthusiasm making her a pleasure to both coach and be part of the team.

“The RNZAF celebrates the exceptional sporting accomplishments of its people.”

—Wing Commander Kelvin Read
PLAYERS OF THE YEAR:

Alpine Sports
- CPL Olly Beaumont
Basketball (W)
- CPL Kelly West
Basketball (M)
- FGOFF Magnus Holding
Bowls
- W/O Steve Knapton
Cricket
- LAC Ben Roborgh
Cricket
- LAC Steven Verville
Football (M)
- LAC Nick Murray
Football (M)
- LAC Sam Hay
League
- LAC Cole Waaka
Netball
- SGT Grete Nuralli
Rugby
- AC Hayley Hutana
Shooting
- W/O Aaron Jeffries
Softball (W)
- LAC Loryn Hansen
Softball (M)
- LAC Kamen Lockwood
Squash
- SGT Teresa Wharewera
Touch
- CPL Jake Bullot
Volleyball (W)
- PLTOFF Hayley Vincent
Volleyball (M)
- W/O Bruce Madeley
Waterpolo
- FLTLT Todd Lambourne

U-23 PLAYERS OF THE YEAR:

Alpine Sports
- AC George Gosling
Basketball
- LAC Hayley Hutana
Hockey (W)
- AC Jess Candy
Hockey (M)
- LAC Thomas Chittenden
Netball
- LAC Frankie Murray-Birch
Rugby (W)
- AC Isabel Whitaker
Softball
- AC Kamaea Thompson-Paku
Volleyball
- AC Kayla Holley
Waterpolo
- AC Michael Johnston

ADMINISTRATORS OF THE YEAR:

Alpine Sports
- CPL Logan Carter
Basketball
- F/S Nare Whittaker
Basketball
- SGT Will Comer
Bowls
- W/O Steve Knapton
Cricket
- FLTLT Glenn Blay
Football
- SGT Heather Lennox
Golf (W)
- W/O Raewyn Ansell
Golf (M)
- F/S Polly Perkins
Harriers
- F/S Jeremey Lloyd
Hockey (W)
- SGT Robyn Koch
Hockey (M)
- SGT Ray Neill
League
- WGCDR Tua Atkinson
Netball
- Mrs Taryn van Diggele
Rugby (W)
- PLTOFF Holley Shaw
Rugby (M)
- F/S Dean Johnstone
Touch
- SGT Louie Nicholas
Shooting
- SGT Bruce Nolan
Softball
- SGT Rebecca Trethowen
Squash
- FLTLT Glenn Blay
Volleyball
- SQNLDR Aaron van Stipriaan Luiscius
Waterpolo
- FLTLT Todd Lambourne

FROM LEFT TO RIGHT:
AC Jess Candy (R) receives the RNZAF U-23 Sportsperson of the Year Award from W/O Toni Tate
SQNLDR Glen Donaldson receives the USAF Cup for Interbase superiority from AIRCDRE Tim Walshe, Air Component Commander
LAC Hayley Hutana, holds the RNZAF Sportsperson of the Year Trophy and the Most Outstanding Achievement in Sport Trophy
New NZDF Equipment Management Organisation

The New Zealand Defence Force will have a new Equipment Management Organisation from next month. It will report directly to Commander Logistics, (COMLOG) Brigadier Rob Krushka.

The new organisation will provide through-life strategic equipment management support and advice across Land, Air, Maritime, and Joint domains. It will become the one accountable organisation for non-platform (any equipment that is not integral to a ship or aircraft) in the Defence Force.

It is a response to several challenges the NZDF faces. Non-platform equipment has become more diverse and complex; logistics commanders are under pressure to be more agile and responsive to NZDF operational needs while meeting an increased emphasis on health and safety, and while also supporting Strategy 25 – Integrated Defence Force.

There is a need to be able to proactively forecast and plan for future challenges, reduce whole-of-life costs, and increase equipment serviceability and material availability. There also needs to be equipment-specific through-life management provided, while assuring users that NZDF equipment is safe to use. The organisation has been designed to meet these needs.

For COMLOG, it is the foundation that will enhance and better assure that equipment is fit for purpose, reliable and safe to use, and that it maximises the return on investment.

In September last year, Tony McQuillan was appointed Director of Equipment Management Organisation and has now established his leadership team.

Mr McQuillan said he sees these changes taking time.

“Over the next 12 to 18 months we will be improving how we work and our tools so that we have the information we need to make informed decisions and achieve the changes we need. After 18 months we will re-group to assess where we are at.”

For further information, go to the organisation’s information page from NZDF’s intranet site. Email any questions to: EMorg@nzdf.mil.nz

AIRCRAFT MECHANICS? THE FUTURE IS ORBITAL MECHANICS

Space Power

The total strength of a nation’s capabilities to conduct and influence activities to, in, through and from space to achieve its objectives.

Space Power in Action
Notes

RNZAF JOURNAL VOLUME 6: CALL FOR PAPERS

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. Longer papers will be considered for review, and the APDC accepts papers related to space. Papers may be submitted in Microsoft Word format at any time from now until 31 January 2020 to the following e-mail address: ohapdc@nzdf.mil.nz.

Author’s requiring guidance on selecting a topic, or who prefer having a question to evaluate may contact the APDC directly.

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 APDC is also calling for reviews of military aviation and space books. Contemporary or historical book reviews are acceptable.

The RNZAF Journal may be found on the APDC website, or on the RNZAF website.

APDC Phone: 368-7780 or 06 3515780

MAU RĀKAU WĀNANGA

The aim of the wānanga is to instil and teach the NZ Army Taiahaat style of Te Kore enabling the mana of Ngāti Tūmatauenga to be maintained during ceremonial occasions. This wānanga is opened to Te Ope Kaatua, Te Taaua Moana and Te Taaua Rangi personnel.

Nominations can be made via the NZDF Course Plan/Course Nominations, Enrolments and Withdrawals (CNET) which can be found on the NZDF intranet site. All participants are to be male members of the NZDF (including civilian employees).

Dates:
- Tauira (L1) 1-5 July 2019
- Pou (L2) 5-9 August
- Kawairo (L3) 9-13 September

Where:
- Rongomaraeroa o ngā Hau e Whā Marae, WMC

Enquiries contact:
- Marae Staff Officer: SSGT Royal Pita 0224004611
- Marae Educator: Mr Steve Bethell 021914068
- Maori Cultural site: http://communities/mcg/default.aspx

Air Power Development Centre Quiz

1. The USAF is developing the ACE concept. What is it?
2. What is an Mi-28 Havoc?
3. Russia successfully launched the first satellite, Sputnik, during October 1957. Who launched the second satellite - Russia or America?
4. The current badge of No. 6 Squadron features Tane, the god of the forest. What did the original badge depict?
5. What organisation dispensed ‘Triangle Joe’s brew’ to RNZAF personnel during WWII?
6. India ‘established its name as a space power’ in March 2019 after doing what?
7. Name three other nations with the capability to target satellites.
8. What is Harvest Hawk?
9. What was the purpose of Exercise Nocturnal Reach, conducted from RNZAF Base Woodbourne during March 2019?
10. The NZDF has six operational tenets described in NZDDP-D. Name four of the tenets.

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

Air Power Development Centre Quiz Answers

1. The current badge is depicted in fig. 1.4, showing the current badge with a dog on the shield. The current badge incorporates the bicorn and harry, with the shield showing a dog.
2. The current badge is depicted in fig. 1.5, showing the current badge with a dog on the shield. The current badge incorporates the bicorn and harry, with the shield showing a dog.
3. The current badge is depicted in fig. 1.6, showing the current badge with a dog on the shield. The current badge incorporates the bicorn and harry, with the shield showing a dog.
4. The current badge is depicted in fig. 1.7, showing the current badge with a dog on the shield. The current badge incorporates the bicorn and harry, with the shield showing a dog.
5. The current badge is depicted in fig. 1.8, showing the current badge with a dog on the shield. The current badge incorporates the bicorn and harry, with the shield showing a dog.
6. The current badge is depicted in fig. 1.9, showing the current badge with a dog on the shield. The current badge incorporates the bicorn and harry, with the shield showing a dog.
7. The current badge is depicted in fig. 1.10, showing the current badge with a dog on the shield. The current badge incorporates the bicorn and harry, with the shield showing a dog.
8. The current badge is depicted in fig. 1.11, showing the current badge with a dog on the shield. The current badge incorporates the bicorn and harry, with the shield showing a dog.
9. The current badge is depicted in fig. 1.12, showing the current badge with a dog on the shield. The current badge incorporates the bicorn and harry, with the shield showing a dog.
10. The current badge is depicted in fig. 1.13, showing the current badge with a dog on the shield. The current badge incorporates the bicorn and harry, with the shield showing a dog.
Pride, mana what does this mean to us as an organisation. It reflects the people and the culture we wish to develop whether we are in Aotearoa or serving beyond our shores. The ability to have our personnel to come from diverse backgrounds, experience and culture is what truly makes our organisation strong and prosperous in operational and non-operational environments. I saw a great deal of that on Courtenay Place the afternoon of the Pride Parade in Wellington.
What is it?

Voluntary Education Study Assistance (VESA) is a discretionary fund centrally managed by New Zealand Defence College 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.

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.

Applications for semester two, 2019 are to be made within 60 Days of the official start date of study.