Prepped and Packed for Talisman Sabre
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Our mission
The RNZAF will provide New Zealand with relevant, responsive and effective Air Power to meet its security interests.

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New Zealand Government

NZDefenceForce

NZAirForce
Tēnā koutou katoa

I am writing the first word as I complete a whirlwind week of handover with the outgoing Base Commander, Group Captain DJ Hunt who has completed two years doing an outstanding job leading the Base Auckland team. It is a testament to his hard work and his way of engaging with everyone that sees him depart with the Base in such great shape, even if he couldn’t quite finish the gym.* For me and my family it is a very exciting time for us moving back up to Base Auckland; the place that has been home for the majority of our working lives. But we acknowledge that as exciting as this week has been for us, it pales in comparison to the week it has been for the whole of the RNZAF.

The visit of Minister of Defence to Base Auckland recently and the announcements in the press marked the release of the 2019 Defence Capability Plan. This is a once in a generation, $20 billion modernisation of the NZDF and announced the confirmation of the next major project specifically for Air being the C-130 replacement, which we will be hearing more about in future issues of Air Force News.

Although the majority of articles will focus on how these funds will buy a lot of new equipment, let us not forget that this signals the commitment the government is making in us as the people of the RNZAF. This is why the top of the Chief of Air Force’s priorities will remain focused around the people of the RNZAF.

Making sure that you get the information you need around the transition plans as soon as we have it; ensuring we have the right people in the right place trained and ready to operate the next generation of aircraft and ensuring that we have the right systems and tools in place so we can change to fit the new platforms as opposed to trying to change the new platforms to fit us.

We know this will not always be easy and we know we will be asking a lot of both the teams that focus on future platforms and the teams that focus on our existing ones.

This is why we also know that at the same time we are looking to the future, we cannot forget that we also need to keep delivering on operations now and operating the legacy platforms until the new aircraft are ready to take up the fight. To that end we also know that maintaining the fleets will become more challenging the closer we get to the end of the service life and sometimes we may not be able to meet all of our outputs.

There is no doubt this will be a challenge, but I know it’s one we are capable of meeting because we are the RNZAF and overcoming challenges is what we do.

*Base Auckland gym scheduled to open in August (2019).
Replacement Hercules Announced

The Government has announced the selection of the C-130J-30 Super Hercules as the preferred option for the replacement of the aging C-130H aircraft. The replacement of the five Hercules transport aircraft is the highest priority project within the Coalition Government’s Defence Capability Plan 2019.
The current Hercules have served us well since the 1960s, but they have reached the end of the road, and suitable and proven replacement aircraft will need to be sourced,” Defence Minister Ron Mark said.

“The current fleet is increasing in cost to maintain, and is taking longer to put through maintenance. After considering the range of military air transport aircraft carefully, the Super Hercules has been selected as it offers the necessary range and payload capability as well as fully meeting NZDF’s requirements.”

A price will be sought through the United States’ Foreign Military Sale process for the C-130J-30 Super Hercules, manufactured by Lockheed Martin.

“Tactical air transport capability is one of the highest value assets available to New Zealand, offering huge utility to the community and nation, enabling movement of personnel and cargo around the country, the South Pacific, down to Antarctica and all around the globe,” Mr Mark said.

Chief of Air Force Air Vice-Marshal (AVM) Andrew Clark said the Government’s Defence Capability Plan was great news for the Defence Force and provided sailors, soldiers and airmen, with the clarity needed to plan ahead.

“Air Mobility is such a critical role in everything that we do and always has been,” he said.

“The C-130 Hercules has served New Zealand with distinction. It’s been everywhere, at home and abroad. It’s always been there when the cry for help has gone out.

“At home, across our region, across the world, many times a No. 40 Squadron Hercules has been the first responder. But iconic work horses that they are, retirement is definitely due.”

The Hercules has worked hard over the last five decades and had been so reliable due to the dedication and skill of the Air Force’s technicians, engineers and logisticians, AVM Clark said.

“I want to especially recognise their enormous efforts over the past 54 years by all those personnel.”

For New Zealand, new Hercules are an excellent option to replace old Hercules, he said.

“We need proven reliability and performance and we know the C-130J – we have operated closely alongside them, and we know how they work.

“The new aircraft will be based at Whenuapai, which will continue to be our main operating base for transport operations. As airmen we love to talk about the aircraft, but it will be the people who will turn the C-130J into a capability – training, transition skills, Standard Operating Procedures – we will be focusing on those areas to make sure we are ready on day one.

“We will leverage off our friends and allies and maximise training synergies to reduce the burden of introduction into service.”

With the C-130J announcement, the Air Force had gained one of the major pillars in becoming a modern air force, AVM Clark said.

“For us as an Air Force, the future is exciting and there is a lot for us to get our teeth in to and some major capabilities to service within the five-year horizon. This will be our main focus and we will do it carefully, deliberately and above all, safely.

“We exist to serve New Zealanders, to deliver military air operations and soon we will be doing that better than ever.”

No final contract decision has been made, on platform numbers, detailed costs, or funding and Budget implications. A Project Implementation Business Case is scheduled to be progressed to Cabinet next year, where these matters will be considered.

The Defence Capability Plan 2019 noted that the estimated cost would be more than $1 billion.

“We need a proven performer, and this aircraft is tried and tested. We cannot take risks with what is one of our most critical military capabilities.”

- Ron Mark
Supporting the Community, Nation, and World

- Support to DOC, Antarctica NZ and other Government agencies (Community, Nation).
- Humanitarian aid and disaster relief, earthquakes, fires and cyclones (Community, Nation, World).
- Transporting government personnel and VIPs to trade and political forums (Nation, World).
- Coalition support to operations (eg: Middle East) and exercises (RIMPAC, World).
- Due to its broad utility and flexibility, tactical Air Mobility is often the first response, supporting both NZDF and other Government agencies.

Aircraft Specifications

<table>
<thead>
<tr>
<th></th>
<th>C-130H(NZ)</th>
<th>C-130J-30</th>
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<tr>
<td>Wing span</td>
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<tr>
<td>Pax</td>
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<td>128 Passengers</td>
</tr>
</tbody>
</table>

Typical HADR Scenario

During a typical Humanitarian Aid and Disaster Relief mission to a Pacific Island, we would deliver 50 pallets of aid (personnel and equipment) and up to a 15 tonne payload per flight. The range for a 15 tonne payload is:

- C-130H(NZ) 1800 nm
- C-130J-30 2400 nm

C-130J-30: Fewer flights – Faster, Further

- 7 C-130J-30 Flights, 70 Flight Hours
- 10 C-130H(NZ) Flights, 105 Flight Hours
Like you, I am an airman. Together we are serving New Zealand in an exciting time and I am looking forward to leading the RNZAF as we enter a period of generational change for our Air Force.

The Air Force is building towards the NZDF Strategy 2025 goal of becoming an Integrated Defence Force. It is my intent that the following priorities will enable us to make progress toward that goal as we introduce new capabilities.

For us to succeed, we must remain agile and adapt to the ever-changing military environment. This means we must continue to innovate and think ahead.

Our Priorities

1. People
   - A sustainable, affordable, suitably qualified and experienced workforce
   - Responsive and proactive mitigation and management of strategically significant trades

2. Major New Capabilities
   - The Government is investing heavily in new and upgraded capabilities for the RNZAF
   - The P-8A, C-130J, NH90, A109 and, future ISR and Air Mobility platforms will provide us with a modern and capable force
   - In addition to our traditional outputs, Air will take a leadership role in space-based initiatives

3. Foundations
   - The implementation of Defence Aviation Rules and associated changes to our Technical Trade structures, heralds a new era for the maintenance of our aircraft
   - Align airman selection, professional development and a positive ethos (Project Mana Tangata)
   - Operation Tangata Kanorau is a school and community based programme to provide opportunities for under-represented minority groups, be they ethnic or gender based, to seek careers in the RNZAF. This programme includes the School to Skies initiative
   - Safety remains central to all that we do and remains at the heart of an air-minded culture
P-3 Crew Find Stricken Norwegian Sailor

Crew on a P-3K2 Orion found a Norwegian sailor who had sent a distress signal when his vessel suffered a mechanical failure 2,800km east-northeast of New Zealand.

Acting Commander Joint Force New Zealand Air Commodore (AIRCDRE) Tim Walshe said a P-3 crew spotted the sailor and his stricken 13-metre vessel SV Albatross shortly after arriving at the search area in the Pacific Ocean.

“The skipper was standing on the stern of his vessel waving his red jacket,” AIRCDRE Walshe said.

A couple of weeks earlier, on May 14, the yachtie had left Opua in the Bay of Islands for the 4,100km journey to Papeete, the capital of French Polynesia.

But on June 4, about 1.30am, he was forced to set off a distress beacon when the SV Albatross suffered a mechanical failure and was buffeted by southwesterly swells of up to 3.5m and 20-knot winds.

P-3K2 Orion pilot Flight Lieutenant (FLTLT) Andrew Sunde received the call at 3am that a Search and Rescue mission would leave Base Auckland at 5am.

“The skipper had a locator beacon and a transponder that he could be tracked by, so it was pretty easy to spot him,” he said.

“We were in radio contact with the skipper about 100km before reaching his location. As soon as we heard from him we realised he wasn’t in immediate danger and he was able to describe to us the condition of his vessel.”

The yacht’s rudder had been damaged, which resulted in a loss of steering. The motor was also out of action, meaning the skipper was at the mercy of the strong winds.

The Rescue Coordination Centre New Zealand had contacted a nearby cargo ship, the MV Olga Maersk, which was heading to Tauranga and diverted its course to pick up the stranded yachtie.

The P-3 flew to the cargo vessel to pass on information about the yacht.

“It’s good to have a successful result,” FLTLT Sunde said.

“In this case the sailor did all the right things and he had all the right gear. He’d really thought about his trip and he had everything on board the yacht. He also made a good call to set off his beacon early rather than waiting until it became a lot worse – the weather could have turned and that makes recovery harder – especially if he’d ended up in a capsized yacht, which is far more serious.”

“He was trying to sail to Tahiti, but he was slowly drifting north at the time and he was concerned that if he stayed on the yacht he was probably going to run out of supplies.”

- Flight Lieutenant Andrew Sunde
P-3 Joins Multi-National Fisheries Patrol

The operation involved seven members of the Forum Fisheries Agency (FFA) – Cook Islands, Fiji, Niue, Samoa, Tokelau, Tonga and Tuvalu – and the countries that comprise the Quadrilateral Defence Coordination Group – Australia, France, New Zealand and the United States.

It involved six aircraft and five ships, with 16 police, fisheries and military personnel from seven countries coordinating the operation from the Regional Fisheries Surveillance Centre in Solomon Islands.

The FFA, which led the operation, said 126 vessels were identified for further investigation, including 89 vessels that were located by a P-3K2 Orion.

Of those 126 vessels, only minor infringements were found when 57 vessels were boarded during the operation, which covered the exclusive economic zones of the participating Pacific Island countries and the adjacent high seas.

Acting Commander Joint Forces New Zealand Air Commodore Tim Walshe said the patrol demonstrated the value of collective effort in tackling illegal, unregulated or unreported fishing in the Southwest Pacific.

“Surveillance by aircraft deployed for the operation also supported the patrolling ships in enforcing fisheries regulations through the boarding and inspection of vessels.”

FFA’s Director of Fisheries Operations Allan Rahari said there has been a notable decline in serious infringements over the past couple of years, which could be due in part to the deterrent effect of regular region-wide patrols.

During the recent operation, one vessel that was licensed to catch tuna and tuna-like species was found to have blue marlin in its freezer, while another failed to sign off the log after a day’s fishing.

An observer on one vessel that was boarded reported that it had transferred its catch to another vessel – a practice known as “bunkering”. The vessel was referred for further investigation.

The operation trained police, fisheries and military personnel from participating Pacific Island countries in the use of vessel monitoring systems used at the Regional Fisheries Surveillance Centre, Mr Rahari said.

“They learnt first-hand how the Operations Room functions during a multi-national, multi-asset operation. They also learnt how to best utilise aircraft in support of surveillance operations,” he said.

“The aim is for these officers to apply what they learnt in their own headquarters during their own surveillance operations.”
No. 5 Squadron Crew’s Sneak Peek at the P-8

During the Pacific Islands’ fisheries patrol operation some of our No. 5 Squadron personnel were given the opportunity to fly in the United States Air Force (USAF) P-8A Poseidon. The aircraft is replacing the Air Force’s P-3K2 Orion in 2023.

Air Warfare Officer Flight Lieutenant (FLTLT) Andy Taylor and Sergeant Aaron Lindsay joined the USAF team on two flights in the P-8 while it was tasked with missions out of Nadi.

“It is a very sophisticated aircraft,” FLTLT Taylor said.

“It was really good to get on board with them and be able to have discussions about what we do in the Pacific, what the aircraft are capable of and the strategic effect we’re trying to achieve there,” he said.

“Thought has been put into the design of not only the capabilities, collection sensors and mission system, but also the internal aircraft layout, allowing for a quieter and more open working environment. Though a P-8 crew is smaller than a current P-3K2 crew, this modern aircraft will likely make crew fatigue for long duration missions more manageable.”

Flying Officer (FGOFF) Callum Johnston was the Air Liaison Officer during the operation and was tasked to provide the international aircrew the intent of what the Pacific nations wanted to have patrolled.

“The P-8s covered the largest areas in the smallest amount of time,” he said.

“It put a higher emphasis on its Electro-optics, rather than imagery taken by a crew member using a camera inside the aircraft, which meant it could investigate fishing vessels at higher altitude.”

Meanwhile, preparations are well underway for new facilities for the new aircraft at Base Ohakea.

New infrastructure will be constructed to support and operate the new capability.

“The P-8 will be a good platform for us and it will definitely add to the Defence Force.”

– Flight Lieutenant Andy Taylor

The Air Surveillance Maritime Patrol (ASMP) integrated project team (IPT) is responsible for delivering this infrastructure, which has been designed around an integrated facility consisting of:

- two aircraft hangar bays;
- maintenance and support facilities;
- training and simulation facilities;
- headquarters facility;
- a Poseidon Operation Centre (POC); and
- an apron area for four aircraft (power-in/power-out).

The preliminary design of the new No. 5 Squadron facility was completed at the end of May and the next step is to cost it, undertake value engineering, and then move to detailed design. This is scheduled to be completed this November.

The infrastructure works at RNZAF Base Ohakea is split into two separate packages:

- horizontal works: enabling works, civil works, airside infrastructure and taxiways upgrade works; and
- vertical works: construction of all the buildings, including their foundations.

The new P-8A facility will be situated in the North-East Quadrant of Base Ohakea, to the East of No. 3 Squadron hangar and across the road from Maintenance Support Squadron (MSS). This location was approved by an NZDF Siting Board earlier this year.
Leadership and Service Distinguish New Base Commander

Auckland’s new Base Commander, Group Captain (GPCAPT) Andy Scott launched his successful career from RNZAF Base Auckland, earning honours for his distinguished service and leadership.

The majority of his flying was spent on No. 40 Squadron where he completed several tours in 14 years of operational flying as a co-pilot, a Captain, an A-CAT Flight Instructor, Hercules Flight Commander and Commanding Officer.

Despite his strong association with Auckland, GPCAPT Scott considers Porirua in Wellington as home. “I emigrated from the UK when I finished High school and settled in Porirua in 1996,” he says. “I joined the Air Force a year later and although I spent most of my time in Auckland (12 years), Porirua has always been home and I have lived there again for the last five years.”

“I enjoy supporting the Hurricanes!” he says. And flying has always been his focus. “I have wanted to fly and to be in the Air Force since a young child,” he says. He was the first in his family to choose to serve in the military.

GPCAPT Scott enlisted in the RNZAF in 1997 and after completing the Initial Officer Training Course, commenced pilot training, graduating in February 2000.

His new appointment as Base Commander was confirmed recently with full ceremony at the Change of Command in the 40 Squadron hanger.

Departing Base Commander, GPCAPT DJ Hunt wished him luck with this new responsibilities, in a handover that was watched over and endorsed, by Chief of Air Force, Air Vice-Marshal Andrew Clark.
GPCAPT Scott was also presented with the kahu huruhuru and taiaha as symbols of command for his tenure as Base Commander.

He has served No. 40 Squadron in Pilot and Detachment Commander roles on exercises in New Zealand, Canada and the United States and on multiple operational deployments to Afghanistan, Iraq, East Timor and Antarctica.

“The highlights so far include the chance to visit some amazing places and to feel as though you are really helping following a natural disaster, and serving alongside some amazing people.”

He was also on-scene air coordination commander in Christchurch during the immediate aftermath of the February 2011 Canterbury Earthquake.

At the end of his tour as Hercules Flight Commander he was awarded a Chief of Air Force Commendation for Leadership.

After completing Advanced Command and Staff Courses in 2012, GPCAPT Scott was awarded the course prizes for Operational Excellence and Public Speaking and then completed his Masters Degree, achieved with distinction, in International Security.

Later that year he was posted to Headquarters Joint Forces New Zealand in Wellington as the Lead Staff Officer Regional Operations.

This role has oversight of all pre-planned and emergency response activities in New Zealand, the South-west Pacific, Southern Ocean, Antarctica and South-east Asia – for all three services.

For this work he received a Distinguished Service Decoration in the 2016 New Year Honours.

In 2015 Group Captain Scott was posted to his last flying position as Commanding Officer No. 40 Squadron in Auckland where he held a full flying rating and A-CAT instructor qualification and was responsible for all B757 and C-130 outputs.

When asked about the challenges in his career, GPCAPT Scott says, “things can always go wrong, but you can never give up and if you are always coming up with a new plan you will always find a way through. You need the ability to think on your feet and to back yourself.”

“I’m looking forward to creating an environment for people to thrive in so they can enjoy their time on Base Auckland and their career as much as I have.”

– Group Captain Andy Scott
In two incidents, two months apart, two Air Force pilots were forced into landing their aircraft with the wheels up. In both cases the pilots have been praised and received official recognition of their commendable piloting skills, landing compromised aircraft in adverse conditions.

On the evening of October 9, Qualified Flying Instructor Flight Lieutenant (FLTLT) Alex Tredrea landed a T-6C Texan on its belly at Base Ohakea after its landing gear malfunctioned. He was conducting a Wings Course night flying sortie with a student pilot when they felt vibrations through the airframe. While conducting an approach to land, they then experienced an “unsafe down” indication on the left hand main landing gear and FLTLT Tredrea declared an emergency.

A visual check by personnel wearing Night Vision Goggles, both on the ground and in an NH90 helicopter, confirmed the left main undercarriage was not fully down. With a fuel supply approaching minimums, the decision was made for a wheels-up landing and FLTLT Tredrea brought the plane in safely, on its belly, and without any injuries suffered.

A Green Endorsement commendation awarded to FLTLT Tredrea commented on “exceptional crew resource management” as he directed the student to complete checklist actions while flying and landing the aircraft from the back seat.

Throughout the approach FLTLT Tredrea was subjected to significant distractions including low fuel and numerous audio and visual warning systems simultaneously operating once the engine was shut down immediately prior to landing.” FLTLT Tredrea’s “excellent airmanship” saw a safe landing, the commendation said.

A Court of Inquiry report into the incident found no fault on the part of the crew.

The investigation concluded the cause of the incident was due to a failure of a mechanical component in the landing gear system, which prevented the left-hand main landing gear from extending fully into the down and locked position required for landing.

Immediately following the incident a fleet-wide inspection of the T-6C Texan was conducted at RNZAF Ohakea as a precautionary measure.

The Court of Inquiry made a number of recommendations that have been taken for action, some of them in consultation with the manufacturer. These included conducting additional landing gear component inspections, identification of potential aircraft ejection areas and amendments to publications.

Two months earlier Squadron Leader (SQNLDR) Michael Williams was also flying with a student pilot when the engine in the Historic Flight Harvard aircraft suffered a catastrophic engine failure and he had to conduct a wheels-up forced landing.

Unable to reach Base Ohakea’s airfield, he landed the aircraft in a paddock. Despite the rough landing and extreme hazardous flying conditions, both SQNLDR Williams and his student walked away unscathed.

In response to the forced landing, three investigations were launched – flight safety, technical, and Civil Aviation Authority (CAA).

All investigations agreed the primary cause of the accident was a catastrophic mechanical failure within the engine.

No fault was attributed with the aircraft configuration, weather conditions, flight planning and authorisation activities. A summary of the investigations said, “...the actions of the pilot to recover the aircraft safely to ground are commendable”.

TOP: T-6C Texan after a wheels-up landing
BOTTOM: Harvard after a wheels-up landing
The noise was so loud in the aircraft from the engine destroying itself, he couldn’t communicate with the student pilot who was with him. “It was shaking so violently we ended up with no instruments because the instrument panel was vibrating on its mount and bits and pieces were breaking off and flying around the cockpit. In fact the whole canopy rail system was shaking so hard it was starting to unscrew itself from the aircraft.”

The Central Flying School instructor’s training kicked in and he turned the aircraft immediately towards Base Ohakea, making sure to fly over paddocks in case he was unable to reach the airfield. With engine oil now obscuring vision through the canopy, he became aware of a phenomenon where the worse a situation gets, the more the human brain tries to ignore it and pretend everything is okay.

“As this was happening, I was observing that in myself and it made me more adamant to not fail to make the decisions,” SQNLDR Williams said. After three minutes of flying through the worst malfunctions he had ever faced, SQNLDR Williams landed wheels-up in a paddock – the correct procedure for a paddock landing – and he and the student pilot walked away injury free. “It's by far the safest way of landing because the wheels could otherwise dig-in and flip the aircraft,” he said. “The aircraft was fine – just needs a new engine. It’s built like a battleship.”

SQNLDR Williams’ exemplary flying skills earned him the Defence Meritorious Service Medal. The citation for the award said SQNLDR Williams was confronted with an “extreme situation”. “The emergency required precise flying of the aircraft with almost all of the normal visual and audio cues available to a pilot, completely absent.”

All historic flight flying has ceased while a full investigation is completed.
Expertise and Compassion Recognised

The Te Rapa Trophy is an award initiated by Directorate of Aeronautical Supply Airforce, to identify and recognise exemplary performance within the RNZAF Supply Specialisation.

As the Unit Warrant Officer for Material Support Wing (MSW) at Base Ohakea, W/O Rabbitte excelled in the role, resulting in significant and tangible benefits to the unit.

Her technical skills were exercised through the complete overhaul of the MSW Internal Audit and Internal Control Register programme. This successful initiative laid the ground work for an electronic solution that created a more efficient process that will continue to be used into the future.

W/O Rabbitte displayed a high level of command competency through her mentoring and development of Senior Non-Commissioned Officers (SNCO) and Junior Officers. She has proactively engaged with the SNCO cohort, specifically the new group of Flight Sergeants, to extend, coach and develop their leadership, management and command skillsets.

W/O Rabbitte was also proactive in offering advice and mentorship to the Junior Officers. She became a ‘go-to’ person for Junior Officers seeking guidance on complex issues.

Her standout contribution to MSW this year was her devotion to the welfare of the more junior staff within the Wing. As noted by the Padre “…she is known by the people as someone who has compassion and who cares deeply”.

To cap off her welfare work, W/O Rabbitte is credited with the implementation of a significant welfare initiative referred to as “No Lonely Loggie”. “No Lonely Loggie” is a social media group that gives a platform for members to share ideas, and when attending an activity, can advertise the activity, therefore managing an otherwise susceptible member at the top of the cliff.

W/O Rabbitte’s welfare work does not stop within MSW. She also volunteered to work with the operation that repatriated the remains of the military personnel buried in South East Asia. The relationship W/O Rabbitte built with the two families was well beyond what was anticipated. One family invited W/O Rabbitte to be with them at the grave site and then again at the family home as the commemoration concluded.

This provides evidence of the trust and sense of belonging that she established while carrying out her duties and no doubt embodied, in the eyes of the family, the core values of the NZDF.

Congratulations W/O Rabbitte.
The Air Force team is part of a more than 600-strong NZDF contingent, 27 Army Light Armoured Vehicles and Royal New Zealand Navy’s HMNZS Canterbury.

The bilateral, Australian-hosted and United States-supported, combined exercise is run every two years. Canada, Japan, and the United Kingdom will also take part in the exercise.

More than 30,000 participants will take part to improve combat readiness, exercise war fighting skills and systems and interoperability.

The event provides an essential training opportunity for the NZDF to test its people, capabilities, skills and focus around combat scenarios, while working alongside some of our closest military partners.

“To ensure we continue to efficiently protect New Zealand’s interests, we must guarantee the NZDF’s effectiveness in a war-fighting environment.

“We are engaged in operations around the world as well as working with our neighbours in the South West Pacific,” Commander Joint Forces, Rear Admiral James Gilmour said.

HMNZS Canterbury will transport the NH90 helicopters across the Tasman. But before they leave our shores, work has to be completed to ensure the helicopters can take off at the other end.

Flight Sergeant Don Adshead said the helicopters needed to undergo a thorough cleaning to meet Ministry for Primary Industry (MPI) standards.

“When we arrive the Australian equivalent – the Department of Agriculture – will come along and inspect the helicopters and make sure they’re pristine and that we’re not taking any nasty bugs into their country.”

The process takes about four days in total, but the work will all be worthwhile when the exercise begins, he said.

“The team is really looking forward to getting into the exercise. It’s one of our highlights going over to Australia and working with other countries.”

More than a dozen different Air Force trades are contributing to a major international exercise in Australia this month. Three NH90 helicopters will also be travelling across the ditch to take part in Exercise Talisman Sabre. Some of the deployed team tell Air Force News about how their roles will ensure the success of the exercise.
“A lot of the gear that the crew use and wear, we need to make sure is maintained. Things like life rafts, immersion suits, winch bags – everything they could be using on deployment. When we’re over there, we’ll be doing exactly what we do here on base, still servicing their gear and repairing it if need be.”

Sergeant Nare Whittaker
Safety and Surface Technician

“We’ve been prepping all of the pack up, so all of the maintenance stores, containers, paperwork. We’ve got about 110 people involved in the whole exercise. We’re also focused on aircraft parts and spares, loading on the trucks and coordinating the cleaning of kit for Customs inspections. It will be good to see how it all comes together over there.”

Sergeant Teresa Wharewera
Logistics Specialist

“We’ve been preparing everyone’s medical records so we know everything about them before we go over and then preparing for any emergencies when we’re over there. We’re preparing mostly for communicable diseases - being a small, living environment in camp. We hope to work with the Australian’s surgical facility while we’re over there too. I’m looking forward to it.”

Leading Aircraftman Nicholas Bunting
Medic
There’s a fair bit of preparation on the flying and administration side before heading off to the exercise. We have to be fully conversant with the Australian publications and maps and know where we’re flying. The biggest challenge we will likely face is operating with a multitude of different aircraft from different nations and therefore have potential communication barriers with differing SOPs. It will be extremely important to thoroughly brief our operations and ensure that everyone is operating on the same page.

“It’s my job to coordinate all of the maintenance assets including the aircraft, personnel, welfare aspects and vehicles. I hold delegated engineering authority for the aircraft, so I’m the senior engineer for the exercise. We’re positioned right next to the Australians and we will be working with them and the Americans. There should be a good amount of banter.”

“We’ve been making sure our tooling and test equipment is ready to go and then helping out where we can withservicings and MPI cleaning of items before we go. Once we’re in Australia the day-to-day job will stay the same – still maintaining the helicopter, it will just be in a different environment. Challenges will be the heat, dust and longer-than-normal working hours. I’m also worried about snakes and spiders.”
Locked and loaded

Our airmen have always been armed, but the design of rifles over the years has sharply evolved. Moving away from bolt-action, the modern versions are also equipped with extra attachments for greater use.

LEE-ENFIELD RIFLE NO. 4 MK 1*
YEAR: 1942

Designed in Britain in the early 1930s, the Lee-Enfield No. 4 Mk 1 rifle was adopted in 1941 for use by British and Commonwealth forces (including the RNZAF) as the standard service rifle. It went into mass production in North America from 1942, being produced under licence in the United States, and at Long Branch in Canada, where it was designated the No. 4 Mk 1*. It was a bolt-action weapon with an effective range of 503 metres that fired a .303 inch round, and was fitted with a ten-round magazine. It was replaced in New Zealand in the early 1960s by the 7.62mm L1A1 Self-Loading Rifle (SLR).
THE MODULAR ASSAULT RIFLE SYSTEM – LIGHT (MARS-L)

YEAR: 2007

The Modular Assault Rifle System-Light or MARS-L is a light weight, air cooled, gas operated and magazine fed weapon. The receivers are made of aluminium and it is fitted with an extendable butt. It can be set to semi-automatic or automatic fire to produce a high rate of accurate individual fire out to 600m and accurate deliberate section fire out to 800m. The MARS-L is suited to both left and right handed firers without modification and comes fitted with three sights. The Picatinny rail system allows for multiple attachments to be fitted including a combat sling, M7 bayonet, blank firing attachment, night vision equipment, folding fore-grip, combat torch and 40mm grenade launcher.
Defence Aviation Rules Upgrade

By Wing Commander Trev Hammond

The Air Force is in the process of moving its engineering aviation regulations from its own bespoke framework to an internationally recognised military aviation system – European Military Airworthiness Regulations – (EMARs). Our version of these regulations are called Defence Aviation Rules (DARs).

Why are we adopting EMARs?
Some readers will have significant time and effort invested in our current aviation safety system and may ask “Why do we need to change? The current system isn’t broken”. This is true, our current system does meet our own needs and provides us with a high degree of confidence that we operate safely.

We are introducing our Rules to align our organisation to a universally recognised system, in order to enhance operability with our international partners, provide an easier system to “do business” with, and become a more attractive employer.

The New Defence Aviation Safety Framework
Our Rules will better define accountabilities, describe the responsibilities of our new organisations and contextualise our Work Health and Safety obligations in a military aviation environment. This framework has been established in accordance with global developments in military and civil airworthiness.

While this framework ‘assures’ credibility and defensibility of aviation safety, the responsibility to ‘ensure’ the safety of military air operations and the airworthiness of aircraft rests with Command. Commanders and managers hold the responsibility for ensuring that aviation systems under their command or control are designed, constructed, maintained and operated to approved standards and limitations by competent and authorised personnel.

Military aviation is a unique environment and Commanders have always needed to balance operational objectives alongside safety outcomes. The new Rules contain ‘Flexibility Provisions’ which will assist Commanders in making informed decisions and enhance the way in which such judgements are made.
DARs Language

The Rules introduce new language and concepts. While retaining the fundamental tenets of our previous system, we will now be aligned with contemporary aviation safety conventions. For example, the term ‘airworthiness’ in an International Civil Aviation Organisation framework encompasses ‘Initial Airworthiness – Design, Production and Certification’ and ‘Continuing Airworthiness – Maintenance and Configuration Control’.

Our new Rules use a globally recognised numbering and lettering system to identify specific Rule sets. For example, initial airworthiness requirements are mandated in DAR 21 while continuing airworthiness requirements are mandated in DAR M and DAR 145.

The purpose of:

- DAR 21 assures the certification of military aircraft and related products parts and appliances.
- DAR M assures that airworthiness is maintained and specifies those conditions that must be met by organisations that are involved in the management of continuing airworthiness.
- DAR 145 assures that an aircraft or component maintenance facility consistently meets the standards required as detailed in its prescribed scope of work.

Our Journey

At the start of this month we began our journey to full compliance against the DARs. Through transition we will ‘establish’ new organisations and further develop Orders, Instructions and Procedures to meet the requirements of each Rule set. We will then ‘consolidate’ our knowledge, skills and experiences prior to fully ‘exploiting’ the benefits of our new Defence Aviation Safety framework.

For more information on the implementation of DARs please email the DARs mailbox at DARS@nzdf.mil.nz
Changing Face of our Trades

The Future Technical Trade Capability (FTTC) Project team is working to build a Maintenance Workforce which will support Defence Force outputs now and into the foreseeable future.

The Air Force has about 980 technicians spread across eight separate technical trades – the FTTC project rationalised this to six trades from the start of this month.

The six trades are:

- Aircraft Systems Trade (with some crossover training of Avionics)
- Avionics System Trade (with some crossover training of Aircraft)
- Aeronautical Structures Trade (amalgamates Aeronautical Metal worker, Machine and Composite trade groups. The trade will also encompass the aircraft structural (Skin) repair work from the aircraft trade)
- Ground Support Equipment (GSE) Trade (absorbing further duties of deployable Camp Water Treatment and Deployable Bulk Fuel Installation maintenance)
- Safety and Surface Trade; and
- Armament Trade (a review is currently underway to identify the core output requirements of the Armament capability and to develop a sustainable organisational structure capable of delivering those outputs).

This rationalisation aims to provide greater autonomous utility in a deployed environment, where there may not be the ability to use local facilities or personnel. An example of this would be a response to a regional disaster.

The Air Force’s adoption of DARs means the implementing of DAR 66 which relates to Military Aircraft Maintenance Licencing (MAML), which centres on training requirements for Aircraft, Avionics and Armament services. It does not deal with the responsibilities of the other technical trades. Licencing allows realignment of technical responsibility away from the current rank-based requirements, with a stronger focus on being a Suitably Qualified and Experienced Person with proven competence. Therefore, the introduction of licencing does not remove the need for authorisations.

The Licensing Rule introduces Category A Licence for Aeronautical Structures, Aircraft and Avionics Systems Trade Groups, which replaces their Basic Engineering and Primary Trade Training. Aircraft and Avionics Systems trade group personnel can carry on and complete Category B1 and B2 Military Aircraft Maintenance Licence. Aeronautical Structures Trade Group personnel can carry on with Advanced Trade Training options.

A major milestone will be the commencement of Category A Licence training this month. While mapping and development of cross over training for the current workforce is underway, there will be ongoing consultation with Maintenance Units and other key stakeholders.

The aim of the cross over training is to ensure that training investment is shaped to provide maximum benefit to the front line, while minimising disruption.

In the coming months Air Force News will be featuring the trades affected by these changes and will provide information about their new structures.

For more information about our future maintenance workforce please contact fttc@nzdf.mil.nz.
Aviation Medicine Unit Celebrates Pioneers

Two of this country’s pioneers in aviation medicine were memorialised in the naming of the hyperbaric chamber and library at the Aviation Medicine Unit (AMU) at Base Auckland recently.

The unit’s hyperbaric chamber was named after Air Commodore Dr Leonard James Thompson (rtd), who was at the ceremony. He was instrumental in getting the hyperbaric chamber from the United States to New Zealand and for establishing its use as an hypoxia and pressure trainer in aviation medicine.

The library was named after the late Squadron Leader (rtd) Bruce Golden who was a former Officer in Charge of the AMU and wrote the book ‘Joint Venture’ about New Zealand’s aviation medicine history. His son attended the opening.

Air medicine staff, past and present, gathered with Air Force leadership and Dr Thompson and families to recognise the significant contribution these two men made to aviation medicine.

Air Commodore Dr Len Thompson (now 95-years-old) recounted some of the early history of the aviation medicine unit and establishing the hyperbaric chamber at their base at Clarke House in Hobsonville.

In 2017 the AMU moved from Clarke House to the new building at Base Auckland and this involved moving the huge hyperbaric chamber to its new home.

At its opening, Chief of Air Force, Air Vice-Marshal Andrew Clark said: “Every time that I came back [for aviation medicine refresher training] there would be some little gem that I learned about and things to think about in the flying environment to help keep us safe in the air – from the effects of circadian rhythms as an officer cadet to the spinning chair cure for airsickness”.

“Fast forward to today and it’s fantastic to have the investment in this facility [the new Aviation Medicine Unit] here and acknowledge the importance of having this specialist unit on Base.

“It’s a small group of people in a specialisation that we will continue to foster and it’s great to have it here and to link it to the history of Aviation Medicine in New Zealand and to these two pioneers in aviation medicine.”

The plaques recognising their contribution were unveiled at the ceremony and guests were given a tour of the library and hyperbaric chamber.
The three-week long deployment focused primarily on maritime patrol in areas that are difficult to reach with surface assets. Some of the team has given us an insight into the deployment.

Flying north from Stewart Island, the team conducted MPI support tasks before arriving at Base Woodbourne where the work changed to focusing on the Cook Strait with a sortie supporting NZ Customs. The final stage was the squadron’s participation in the Yealands Classic Fighters Airshow at Omaka.

A No. 6 Squadron Intelligence Officer, who is unable to be named for security reasons, said there was something “particularly rewarding” about giving back to Kiwi communities.

“During the South Island deployment we investigated some of the customary marine reserves around Stewart Island, which have been put in place to preserve a source of kai moana for muttonbirders, who have continued the practice for generations.”

Leading helicopter loadmaster Josh Boon said it was great to be able to share the stunning landscape they flew over with other agencies.
“During the deployment we took a number of MPI personnel up in the aircraft to help collect the necessary information and imagery. Most of them haven’t done too much flying before so they were quite excited.

“I enjoy seeing people loving flying with us, it’s a good reminder that my day job is pretty awesome.”

For logistics specialist Aircraftman Samantha Smith, deploying with No. 6 Squadron meant being given a broader range of responsibilities than when posted in Auckland.

“I also developed a much closer relationship with the Maintenance section as I had to work closely with them to ensure that any parts required were ordered and shipped as soon as possible to keep the aircraft serviceable.

“It’s awesome to get a better understanding of how the squadron works and see how the logistics work we do supports the overall tasking.”

Aircraft Technician Aircraftman (AC) James Rowe enjoyed experiencing what it was like operating away from the base.

“It’s not as simple as flying away and carrying out your usual job at other airports, lots of work goes in behind the scenes.

“The real fun began once we were away and in the thick of it. With the Seasprite flying for most of the day this often meant waking up as early as 3am to dispatch the aircraft and then staying late to service and carry out any maintenance required after the day’s flying.”

The highlight for AC Rowe was the Omaka Airshow.

“From spitfires to fast jets it was a great spectacle and a real privilege to be a part of. I was lucky enough to be winched out of the aircraft during the Seasprite display,” he said.

“The time I spent away with the team was the most enjoyable experience I’ve had in my short time in the Air Force and I’m looking forward to many more opportunities like this.”
Air Force Mentoring Programme arrives on the International Stage

From small beginnings, the scheme has recently celebrated its 10 year anniversary, and for a second time, been awarded a top international accolade for standards in mentoring and coaching practice. The most recent award was presented by the European Mentoring and Coaching Council (EMCC) in 2018, an organisation that develops, promotes and sets the highest expectations of practice in the global community of coaching and mentoring.

Last year the EMCC circulated invitations to more than 60 nations requesting speaker submissions to their annual International Mentoring, Coaching and Supervision Conference. After a successful bid we were delighted to be given a scheduled segment during the recent conference in Dublin. The event was attended by more than 680 business professionals. No doubt 2018-19 will be remembered for milestones – not only for being the first military in the world to be honoured with a second Gold Standard award from EMCC, but also the first accredited military organisation to present at this global event.

Squadron Leader Caro Pezaro and Flight Lieutenant Andy Armstrong’s presentation was centred on a key technique critical for everyone’s personal and professional development – feedback!

The presentation successfully projected the Air Force’s influence well beyond the South Pacific. Interaction at this level has also secured access to the Asia-Pacific arm of the EMCC, to which the Air Force now enjoys a healthy partnership. We are now looking for more ways our people can benefit from our RNZAF Mentoring Programme.

* Did you know all NZDF regular force and civilian employees have access to the Air Force programme, either as a mentee, or mentor (or both)? The programme is useful for all potential mentees keen to enhance their professional ambition, support development aims, or create a partnership that helps define and shape your own future. As a mentor you might be willing to give something back to the future of our organisation – by helping the next generation of leadership discover their true potential. Sound like you? Go to the following link: http://org/A-PERS/MentoringPages/Home.aspx

We have an internationally recognised mentoring programme that is 100% voluntary, and 100% homegrown.

Space System

A system with a major functional component operating from space that integrates with terrestrial, naval, and airborne assets via nodes and links.

Space Power in Action
New Zealand new lead on Air Force Interoperability

New Zealand now leads the Five Eyes Air Force Interoperability Council (AFIC) after a recent meeting in London.

At the end of the AFIC National Directors meeting the United Kingdom National Director, Air Commodore (AIRCDRE) Julian Ball OBE, passed the Chair of AFIC from the UK to New Zealand.

On behalf of the NZ National Director, Group Captain Karl Harvey and Wing Commander Al McIntosh formally accepted the ceremonial crystal from AIRCDRE Ball, confirming New Zealand’s responsibility as lead nation for AFIC until May 2020.

For the uninitiated, AFIC is a formal five-nation (Australia, Canada, New Zealand, United Kingdom and United States) organisation with the responsibility for enhancing interoperability among member nation’s air forces.

The original organisation was established in 1948 as the Air Standardisation Coordinating Committee (ASCC) by the Air Force Chiefs of Staff of Canada, the United Kingdom and the United States.

The United States Navy formally joined the ASCC in 1951, and Australia and New Zealand joined in 1964 and 1965 respectively.

AFIC conducts multiple work streams to aid interoperability on operations through various projects and publications. These projects and any subsequent publications are then validated at Field Training Exercises such as Mobility Guardian; a US Air Force Air Command exercise consisting of over 60 aircraft and 2,500 personnel.

While AFIC continues to promote interoperability through the formulation of air standardisation agreements, the Council also pursues other opportunities to achieve interoperability.

The Test Project Agreement or TPA programme offers a key contribution to the delivery of the AFIC mission. It allows for free exchange of equipment between nations, allowing equipment used by one nation to be tested and evaluated by other nations for the purpose of promoting interoperability and economising use of national resources.

There is an existing master international agreement for the exchange of equipment for test purposes. This agreement states the principles and conditions under which equipment may be loaned, and technical personnel exchanged, if desirable, for test purposes in the interest of furthering the achievement of AFIC’s mission and overarching task.

NZDF personnel with key projects, who have an idea or who have identified a piece of equipment or process that could benefit our forces in use with our Five Eye partner nations, can apply under TPA to help bring their idea to fruition. See the AFIC intranet page or DDMS for contact details of your nearest AFIC point of contact.
RNZAF presents its supreme recognition for champions of RNZAF sport.

The recent RNZAF Sportsperson of the year awards recognised outstanding sporting achievement and longstanding service to RNZAF Sports in awarding the RNZAF Sports Gold Badge.

RNZAF Sports Gold Badge Awards

WGC DR TRAC EY COLLIN S
WGC DR Tracey Collins has represented the RNZAF and NZDF in hockey. She has also represented bases in touch, tennis, softball, and squash. As OIC for Base and RNZAF Hockey, Tracey has shown a passion for the sport and has been dedicated to its promotion.

WGC DR RACHEL JAMES
WGC DR Rachel James has forged an impressive sporting history with cricket and football. She has contributed in all areas of RNZAF Sport including as a player, selector, manager, coach, administrator and mentor. As a cricketer, Rachel has performed at the highest level of the code’s history, setting most records including runs scored and games played.

SQNL DR BEUAFA BROW N
SQNLDR Beaafa Brown is an enthusiastic, dedicated athlete and sports administrator. He has represented the RNZAF and NZDF in rugby league as a player for many years. Following his tenure as a player, Beaafa gave back to the code as a coach successfully guiding the RNZAF Rugby League Team to its first Inter-Service Championship.

SQNL DR GREG PRY CE
SQNLDR Greg Pryce has continually proved himself to be a motivated, and dedicated athlete and administrator. He has participated in softball and rugby league where he has left an impact within the RNZAF. Greg was also the manager of the 2017 RNZAF Rugby League team, which was the first to win the Inter-Service Championship.

W/O STEVE K NAPTON
W/O Steve Knapton played a variety of RNZAF sports including bowls, rugby, cricket, volleyball, softball, and rugby league. Steve’s long affiliation with RNZAF bowls has resulted in assuming the mantle of OIC RNZAF Bowls. As a senior member of the code he took ownership of ensuring its ongoing success and sustainability.

F/S AARON M EEK
F/S Aaron Meek has predominantly been involved in rugby and touch, including NZDF Touch representation. Aaron is distinguished, having won the King George V Cup, the ANZUS Shield and Burn-Merz Shield multiple times. He was involved in setting up the inaugural Burn-Merz and ANZUS competitions as well as the RNZAF Rugby Society.

SGT SCOTT ROBINSON
SGT Scott Robinson has been actively involved in RNZAF rugby, league, touch and basketball. He has played in an astonishing 29 Interbase and 21 Inter-Services tournaments, representing the NZDF nine times. Scott has supported multiple codes in many roles, from tournament controller, coach, referee, administrator and selector at base and RNZAF level.

F/S ANDREW TIHORE
F/S Andrew “T” Tihore has been involved in rugby and touch representing the RNZAF, NZDF, and at the Provincial level. Lately he has transitioned to coaching the RNZAF Rugby team. Andrew has focused on a culture of ‘team above individual’, which has been immensely beneficial, improving the performance of RNZAF Rugby both on and off the field.

ABOVE: RNZAF Rugby
NOTICES & QUIZ

Air Power Development Centre Quiz

1. What is unique about the 75 Squadron RNZAF crest?
2. When were rockets first fired from military aircraft, WWI or WWII?
3. Name three ‘attack’ aircraft types flown from USN carrier air wings during the Vietnam War.
4. The RNZAF operated Iroquois and Sioux helicopters, which are named after North American Indian tribes. Name five other helicopters named after Indian tribes.
5. What is the task of a forward air controller (FAC)?
6. Fragility is a characteristic of air power. What does it mean?
7. In respect of satellites, what is a polar orbit?
8. What is air logistic support?
10. What is a Force Element?

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

ANSWERS

1. It is designed within an RAF frame. RNZAF frames are encircled with fern leaves. RAF frames are encircled with a wreath of leaves. 75 Squadron’s crest was approved before the official RNZAF frame design.
2. WW1. The Le Prieur rocket was used against observation balloons during 1916.
3. A-1 Skyraider, A-4 Skyhawk, A-6 Intruder, A-7 Corsair II.
4. Chinook, Shawnee, Kiowa, Cayuse, Tarhe, Osage, Chickasaw, Choctaw, Mojave, Apache, Black Hawk, Creek.
5. To direct the action of combat aircraft engaged in close air support of land forces.
6. The materials and complex technology used to make aircraft efficient in flight, and effective in role, make them vulnerable to battle damage, fatigue, and system failures.
7. A satellite orbit that passes over polar regions, the North Pole and the South Pole, during each revolution.
8. Air logistic support missions are conducted to deploy, distribute or recover personnel, materiel or forces.
9. The reduction of the effectiveness of a force caused by loss of personnel and materiel.
10. A Force Element is a unit that directly contributes to the delivery of NZDF Outputs, and which may form part of an Operational Force, e.g. a C-130 Hercules detachment from the Fixed Wing Transport Force. RNZAF Force Elements are drawn from squadrons.

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 Taua 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:
Pou (L2) 5-9 August
Kaivero (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
Raw emotions – pride, honour and achievement were witnessed by all who attended the latest combined graduation at Base Woodbourne. The Haka brings together both recruits and officers in a show of unity before they embark on the next step of their career within the Air Force. Ehara taku toa i te toa takitahi, engari he toa takitini. ‘My achievements are not attained single-handedly but by the combined efforts of many.’
The AIR FORCE
In Concert

Michael Fowler Centre
10 August 2019, 2:30pm

NZDF discount: Tickets $10 using the code “NZDF”

Tickets available from Ticketmaster
Booking fees apply