Behind the Scenes of a SAR Mission
Contents

04
In Theatre at Talisman Sabre

08
EOD – it’s not like the movies

10
Behind the Scenes of a SAR Mission

16
Charity Flight to Fiji

17
Parachute instructors Graduate

21
School to Skies to Airmen

26
Kitting out our Medics

28
Our Heritage

30
Literature

31
Walking for Charity

44
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
In recent weeks we have reviewed the Airborne Surveillance and Response Force capability as part of the established airworthiness processes. The airworthiness process, regardless of the capability, reminds me of the complexity of our capabilities and the number of specialist skills it takes to deliver Air Power. In the case of this capability, the age of the P-3K2 makes the complexity of management a little more challenging for those involved.

We are very aware of the approaching period of change our Service faces. While we now have well established Rotary Wing Forces and a new Flying Training system, two of the three remaining capabilities, centred on large aircraft types, will be transitioned to new fleets in coming years. In what can be viewed as the approximate transition years of 2022–2024, we will be an Air Force operating five large aircraft types for a period. Alongside this change we will have a range of other projects shaping the future of our Service such as the Joint Intelligence, Operational & Regulatory Aviation Compliance Sustainment and Enhanced Maritime Awareness Capability projects.

It is unsurprising that there is a lot of focus on the new aircraft types that we will receive and this will continue to be the case given the wider public interest in these exciting future capabilities. However, what we also need to keep focused on is the need to continue to operate all aircraft types safely, including those currently in-service while they are replaced by the projects. Both the C-130H(NZ) and the P-3K2, already more than 50-years-old, will continue to offer those who deal with them busy days seeing us successfully through the transition.

We can learn lessons from others who have been in similar circumstances. These lessons caution against the possibility of conflict between ever reducing resources and increasing demands.

These demands could play out through issues such as decreasing access to specialist maintenance, a diminishing pool of skilled engineers, reduced corporate knowledge and dwindling spares access.

This is not to say we cannot make a safe and efficient transition. We can and we will. But it does point to careful prioritisation between the new high-profile capabilities that attention will gravitate to and the old work-horses that will continue to deliver for some years to come. We know that it takes time to truly understand our capabilities be it from the perspective of a supplier, engineer, or an operator.

We will need to carefully balance the skills of our best technical experts, supervisors, managers and leaders across the new and the old capabilities. This will require everybody to be engaged with capability managers and the Directorate of Career Management in working out what is the best match for the individual and the Service. Where do our people’s skills best reside to ensure a safe and successful transition? I was asked this very question by maintenance teams on the operational units during a recent visit. It is pleasing to see that those close to the challenges are being proactive in thinking about the best way forward.

The Chief of Air Force has established the Air Transition Team (ATT) and this group is tasked to oversee the project during this major Air Force transition. The ATT will work alongside the Integrated Project Teams who will deliver the new capabilities. As the operator of Air Force capabilities I must keep an eye on both the current and the future. That said, I am acutely aware of the lessons of others and I will be looking to ensure that the established fleets that have served us well for many decades see out their time safely and effectively. I look forward to working with you all over this exciting period.
In Theatre at Talisman Sabre

The NZDF Rotary Wing Task Unit (RWTU), centred on the Medium Utility Helicopter Flight of No. 3 Squadron, and key enabling personnel from around the RNZAF are entrenched in the major international exercise, Talisman Sabre, in Australia. The team is working hard and has already made a big impact, leading a sortie made up of three nations. A couple of the team took some time to tell Air Force News how the exercise was going.
The exercise provides an essential training opportunity for the New Zealand Defence Force to test its people, capabilities, skills and focus around combat scenarios, while working alongside some of its closest military partners, Commander Joint Forces Rear Admiral James Gilmour said.

"Being invited to participate in this exercise shows that New Zealand has a place at the table when it comes to providing war-fighting expertise and support in an international environment. "This exercise allows our Navy, Army and Air Force the opportunity to work alongside our allies and partners, focusing on our interoperability on the sea, land and in the air and testing real-world scenarios. It is the perfect opportunity for us to integrate as both a joint force and in a coalition-like environment."

No. 3 Squadron’s MUH Flight Commander Squadron Leader (SQNLDR) Mike Adair said they had been busy carrying out numerous sorties around the Shoalwater Bay Training Area, in Queensland.

"The terrain is quite different to New Zealand and it’s great working in such a unique environment," he said.

"One of the highlights was leading a sortie with nine helicopters from three nations."

Two NH90 crews led the joint operation that involved the Australian and United States armies.

"The formations we have been conducting so far have hinged around interoperability training and Standard Operating Procedures alignment, prior to combat operations starting," SQNLDR Adair said.
“Having a US Army Combat Aviation Brigade leading our task group has been fantastic as it provides exposure to UAS (Unmanned Aerial Systems or drones) and attack platforms, which we don’t routinely exercise with.”

The Australians had been amazing hosts and the RWTU maintainers had done a tremendous job in keeping the NH90s in top condition, SQNLDR Adair said.

“We’ve had to deal with higher temperatures than what New Zealand is dealing with at the moment, but it’s perfect training for when we are deployed internationally.”

Logistics Officer and No. 3 Squadron Adjutant Flight Lieutenant Charlotte Clode was working alongside their Australian and American counterparts in a fully-tented environment.

“My job is to work alongside the detachment commander and camp warrant officer to ensure the camp runs smoothly,” she said.

“Within the RWTU, we’ve got all of our accommodation tents, our field kitchen, operations tent and our maintenance flight line, to ensure all of our people have the right kit to be able to operate.

“We also have the communication equipment set up so we can keep our computer network going.”

More than 600 NZDF personnel, 27 light armoured vehicles, three NH90 helicopters and HMNZS Canterbury were sent to Australia for the exercise.

They joined more than 30,000 participants, including personnel from Canada, the United Kingdom and Japan.

“One of the highlights was leading a sortie with nine helicopters from three nations.”

– Squadron Leader Mike Adair
He joined the unit five years ago because he wanted a job that gave him a “higher sense of purpose”.

The trade is open to members of the public to join as well as any service member from the three services who want to trade change. All new recruits have to undergo a week of psychometric testing before they are accepted into the unit.

“You don’t have to be a scholar. They’re looking for people who are calm, intelligent, have the capacity to learn and want to be part of an empowered team expected to solve problems,” Operator One said.

The team is constantly evolving in order to deal with the most dangerous of situations so they can operate in volatile theatres in countries such as Iraq and Afghanistan.

Remnants from World War II still litter countries including Solomon Islands and Bougainville.

*Identities protected for security reasons
Operator Two said the EOD unit also regularly visits those places to clear away the potentially explosive debris, which limits the residents’ ability to clear land for cultivation.

“The deployments are also a really good opportunity for our people to train in a safe environment with real-life ordnance – they prepare us for the higher threat missions.

“The most rewarding aspect of the job is that no matter how significant or small the task is that we’re deploying to, it’s still making a difference to someone, so that’s pretty cool.”

Operator Two’s wider family were a “bit nervous” about his chosen profession, but his wife was “fairly comfortable”. “She knows the military pretty well and she knows the training we do, so she’s supportive.”

When he is called on to go to an EOD task, Operator Two said initial information about the situation could be limited.

“So there’s a little bit of trepidation usually. But when we arrive we’re trained to do a recce of the site and make a plan to dispose of the item. It’s very procedural for us and we have access to high quality intelligence and advice if needed so we’re safe throughout.”

Special Operations Component Commander Colonel Rian McKinstry said he was proud of the team, which is on call 24/7 and get the job done with minimal fuss and with the utmost professionalism.

He urged any member of the public who came across any device that could be explosive to stay away from it and call police immediately.

“They know what to do, they will contact us and we will respond,” he said.

“You’ve got to have the right demeanour and intelligence for the work. The people here are professional, focused, well-trained and they get the job done effectively and efficiently.”

“It’s not like the movies where people working with explosives like to live on the edge. You need to be measured in your approach to things. It’s not the Hurt Locker.”

- Operator One

BY THE NUMBERS:

122 callouts
for 2018

112 callouts
This year to date, due in part to heightened public awareness following the March 15 mosque attacks

28 tasks
Responded to in the three weeks following the shootings

The EOD Operator Assessment Week is open to men and women from within the NZDF and this year’s nominations close 1 September.

Visit http://org/nzsof/LP/Recruiting.aspx for more information and to download your application.
Search and Rescue:
Behind the scenes

BY EDITOR
REBECCA QUILLIAM

When the call comes in to help to find a lost person or group, no matter the time of day or night, our squadrons respond quickly. Whether it be a lost tramper or a boatload of fishers, our personnel have the skills and kit to give the best chance possible of finding them.
Once a request has been made to No. 5 Squadron for a Search and Rescue (SAR) mission, personnel have two hours to arrive on base, put the P-3K2 Orion through pre-flight checks, create a preliminary flight plan and get the aircraft airborne.

Flight Engineer Flight Sergeant (F/S) Tony Strugnell said as well as undertaking system and pre-flight checks, the weight of the aircraft needs to be calculated to work out how much fuel can be loaded. "If we maximise the fuel load, that maximises our time on station."

F/S Strugnell was part of the team looking for the missing Malaysia Airlines flight MH370. The three-week deployment was challenging with the engineers maximising the aircraft’s performance to fly 12-hour missions, he said.

Flight Engineer Flight Lieutenant (FLTLT) Stephen Sutherland said the squadron normally responded to a couple of different types of SAR scenarios.

“One type is a search sparked by a locator beacon being activated. There’s a reasonable amount of urgency because we know there’s someone out there with a beacon in a certain amount of distress. "The other type of SAR is someone missing for a while - where a fisherman hasn’t returned when they should and their local guys have tried to do as much as they can. The search area is sometimes three to four days old before we even get there."

“Obviously every day that you leave it the search area gets bigger and bigger. That’s when we get called in,” he said.

Air Warfare Specialist Pilot Officer (PLTOFF) Alex McLean said searches were done by either radar or visual searches.

“With the visual search you’re looking for anything that catches your eye – whether it be movement, colour or a shape. You know what you’re looking for. The radar will show reflected energy.”

Air Warfare Specialist Sergeant (SGT) Connor Jensen said if the missing person or people are found floating in the water, the team will drop them a life raft from the bomb bay.

“If they are in a vessel and don’t have any communication device we drop them one of our packs with a radio and water and food. That way we can get in contact with them, see how they are surviving and then drop more equipment, water and food if they need it.

“The majority of SARs we do are in the open ocean and sometimes the nearest vessel can take two to 12 hours to arrive, so in that case it’s a matter of keeping them calm and reassuring them that a rescue is on the way.”

PLTOFF Jared Atkinson, also an Air Warfare Specialist, remembered one SAR flight near the Cook Islands. "It was the first leg of the search and an indication popped up on the radar. We had a look, we were hundreds of miles from shore and it was what looked to me like a small boat in the middle of nowhere. It was out of place being so far away from land."

“As it turned out it was the people we were looking for. It feels pretty good, when you’ve got a few people who have been missing for 10 days and we find them so soon. It’s pretty interesting because we can see them long before they can see us. To see their reaction when they spot us is pretty cool.”

Air Warfare Specialist Corporal (CPL) Hailey Gill is relatively new to the role but on her first SAR flight to Tonga, the crew found the missing person within half an hour of reaching the search area.

“The role is really rewarding. It’s great to see how cohesive the team is and how people work together because we wouldn’t be able to achieve the mission if everyone worked in their own space.”

P-3 pilot FLTLT Trent Stevens said searches were always easier if the missing person had an emergency locator beacon they were able to use.

“If it’s a boat that’s been missing for a week or so, the area is too big to use visual search alone, so we’ll primarily focus on finding it with the radar. But we’ll also have people posted on the windows to look out as well. We’ve got three crew members up the front as well and when we can we keep an eye out.

“If the mission is a success it’s always a good feeling to know that you’ve helped somebody out.”

“It’s one of the most satisfying parts of the job, to be able to help someone who’s in distress. We’ve got this whole team on the aircraft and we’re pulling together for this one result. At the end of it if you’ve done a good job and saved a life, it’s really satisfying.”

- Flight Lieutenant Stephen Sutherland
NH90 SARs – Getting Boots on the Ground

Over land No. 3 Squadron’s NH90 helicopters come into their own for Search and Rescue (SAR) missions. Often called on to help in the search for missing trampers in the bush, on snow-capped mountain peaks or rocky cliff sides, crews are able to access the most difficult of New Zealand’s terrain.

Helicopter support to SAR is quite different to fixed wing support, Medium Utility Helicopter Training Section Commander Squadron Leader (SQNLDR) Sam Estall said. “Land SAR is all about boots on the ground. We tend not to do a lot of aerial searching and if we do it’s often brief and targeted towards eliminating obvious, open areas such as river beds or ridges above the treeline.

“What the NH90 brings to the party is the ability to move lots of people and equipment fast.”

The helicopters can carry up to 12 fully equipped personnel and their primary role is to fly search teams in and out of the search areas. The NH90s’ combination of payload and fuel endurance gives the SAR controller the ability to move or rotate their teams at a pace that is not possible with ground transport or with smaller aircraft, SQNLDR Estall said. “Also, because the NH90 is equipped with ice protection systems it can operate quite comfortably in snow and freezing rain conditions where some other helicopters cannot. Our night capabilities also mean that we can conduct high priority tasks in the dark if needed.”

NH90 pilot Flight Lieutenant (FLTLT) Lindsay Johnstone said a number of people are involved in getting a SAR flight in the air once the request is accepted by Headquarters Joint Forces New Zealand.

“They will then contact the No. 3 Squadron Duty Executive, who will in turn check for feasibility and contact the National Contingency (NATCON) captain to discuss initiating the NATCON callout process.”

Personnel are rostered on 24/7 to undertake the flights and trades including maintenance, refuelers and medics prepare the aircraft.
The helicopter loadmaster will load equipment to be taken on board, including life rafts, stretchers and winch equipment. The NATCON Medic will help load the gear as well as preparing their medical equipment,” he said.

“The co-pilot will usually be completing some flight planning and the captain will direct the crew and other personnel on what needs to be done. Collectively, the crew will also be thinking about other requirements of the task, such as fuel support, which equipment will be carried and any waivers or special authorisations that might need to be sought.

“All this is completed with the support of the Duty Executive, and the help of the Ohakea A3 Watchkeeper from the Ohakea Tactical Operations Centre.”

Helicopter loadmaster Corporal Britney Shirriffs said being part of a SAR mission was a “surreal feeling”.

“Knowing you’re out there, supporting the community and providing assistance to LandSAR and Police is a feeling not many get to experience. “Especially having the sound of a personal locator beacon going off while you’re inserting teams – it’s an unexplainable sensation – you just hope it will be a successful recovery. Depending on the length of search you may interact with family of the lost party, so being able to support them and give them hope is very satisfying.”

“What the NH90 brings to the party is the ability to move lots of people and equipment fast.”

- Squadron Leader Sam Estall
“For the Air Force to do it as a charitable act is absolutely stunning.”
- Dr Denis Mowbray

Hercules transports donated gym gear, medical equipment to the Pacific

A C-130 Hercules has delivered half a tonne of much-needed, donated gym equipment to clubs in Fiji. The gear will be used by about 200 gymnasts across five clubs in the Pacific Nation. It has transported half a tonne of hospital equipment to Samoa.

“O”ur Defence Force regularly assists in transporting charitable freight on scheduled trips by our aircraft and vessels to the South Pacific. We lend a hand whenever we can,” Air Component Commander Air Commodore Tim Walshe said.

The gymnasium gear comprised a set of parallel bars, a set of uneven bars, a pommel horse and some mats. It came from the Christchurch School of Gymnastics, which is moving into a new facility and had some excess equipment.

Dr Denis Mowbray, who helped organise the donation, said the gear was donated to the Gymnastics Federation of Fiji.

“It’s part of supporting the development of the sport over island nations – providing them with equipment where we can.”

If the Air Force had been unable to transport the equipment, the cost to have it freighted to Fiji would have been “significant”, he said.

Freight company Kuehne-Nagel also donated their services on a pro-bono basis, he said.

Gymnastics Federation of Fiji president Darlene Underwood said the equipment would lift the profile of gymnastics in Fiji – in particular Women’s Artistic Gymnastics (WAG).

“This discipline was not taught due to the unavailability of equipment. Sourcing gymnastics training gear and equipment is a costly exercise for this growing sport, however, and we are grateful for this donation that will now see WAG training and competitions in the near future.”

The federation was “extremely appreciative” of the support provided by the New Zealand Defence Force, Ms Underwood said.

“The New Zealand Defence Force’s assistance with logistics has also been invaluable, as it would have been very difficult for us to navigate the process of exporting items from New Zealand and coordinating land and air freight connections – we simply would not have known where to begin.”

United States Ambassador Scott Brown said the US Indo-Pacific Command and US Embassy Wellington had donated medical equipment to the Tupua Tamasese Meaole Hospital, Samoa’s main hospital.

“We’ve purchased medical gear such as patient beds and crash carts here in New Zealand and without NZDF’s support getting them to Apia would have been extremely challenging,” he said.

“We have a great working relationship with the NZDF and this assistance is just another example of our cooperation in the Pacific.”
Tandem parachute jumps inspired our most recent Parachute Jump Instructors (PJI) to pursue a high flying career.

Corporal (CPL) Thorne Davidse and CPL Jonelle Webb recently graduated as PJIs at Base Auckland, after a year’s intensive training at the base’s Parachute Training Support Unit.

CPL Davidse began his career in the Air Force as a rigger, or parachute packer in the Safety and Surface trade. But when he was deployed to travel with the PTSU at Casa Grande in Arizona, he was given a chance to help the team with freefall training.

“It only took me one tandem jump to know for sure that this is what I wanted to do for a living,” he said.

“I like to live outside my comfort zone and challenge myself constantly. A Parachute Jump Instructor (PJI) seemed like it ticked all the boxes and I get to jump out of planes for a job,” he said.

“Jumping solo was terrifying at first, especially that first solo low level jump last November, but the adrenalin kick means you just want to get back up and do it again. It’s an awesome feeling.”

CPL Webb was also inspired to be part of the unit after the adrenalin rush she felt during a tandem parachute jump five years ago.

“When I started my freefall training, I was scared for the first four jumps when learning to jump out of a plane by myself,” she said. “Around the fifth jump, it becomes more normal – you have just 45 seconds of freefall to learn those critical skills each time you go up.”

Being a small person, CPL Webb’s biggest challenge now is the extra weight she needs to carry to keep up with everyone else.

“It can be challenging standing in the plane when I only weigh 50kg and I have an extra 50kg of weight attached to me. Everyone is always there to help me out when I need it though.”

CPL Webb is looking forward to teaching parachute jumping and sharing her skills.

“I believe everyone should jump from a plane at least once in their life – nothing beats the feeling,” she says. “I’m hoping in the future, once I’m qualified I can take as many people up for a jump as possible.”

The RNZAF’s Parachute Training Support Unit at Whenuapai now has 10 Parachute Training Instructors and is the home of military parachute training unit in the country.
Evolution of Instruments

The Tiger Moth first flew in the early 1930s, with this vintage reflected in its cockpit design. Fast forward 80 years and take a look at how the instruments used to fly a modern T-6C Texan aircraft are vastly different.

Reference the instruments from left to right, top to bottom, we have the Airspeed Indicator (in MPH) the air-driven Turn and Slip indicator, and engine RPM. Bottom left is an altimeter, the large central instrument is a compass, and next to it is an inclinometer (literally a vertical tube in which fluid moves up or down to indicate pitch). Bottom right is an oil pressure gauge. The Compass is an original “P” Type, which requires the pilot to set and lock the desired magnetic heading on the rotating Verge Ring, before turning the aircraft until the floating magnetic needle within the instrument itself lines up with the grid printed on the Cover Glass. The left hand side of the cockpit has three controls of similar design, but very different function – throttle, fuel on/off, and pitch trim. Confusing the trim for the fuel on/off has caused excitement in the past. The simple, central control stick is matched by the rudder bar on the floor.
The Beechcraft T-6C Texan II was developed in the late 1990s, with the basic design being based on the Pilatus PC9. The cockpit of the RNZAF examples reflect the latest version of this military trainer. Analogue dials have been replaced by three large multi-function displays, with information from the two main computers being controlled through the central Upfront Control Panel underneath the Heads Up Display (HUD). The overall effect of this “Glass” cockpit is the ability to display a large volume of information in any given physical space. Engine control and monitoring is automatic, however the basic controls of throttle (now called the Power Control Lever) stick and rudder pedals would be recognised by any pilot – even those who flew the Tiger Moth 80 years ago.
Life changing skills for young people

“The new facility provides a supportive and structured environment that builds participants’ confidence, fitness and life skills - preparing them to move into employment or education.”

A new Youth Development Facility at Base Auckland was opened recently by the Defence Minister Ron Mark and Associate Social Development Minister Peeni Henare.

The new facility will host 640 young people each year who will take part in the Limited Service Volunteer (LSV) programme – a six-week residential programme run jointly by NZDF and the Ministry of Social Development, aimed at helping turn the lives of young people around and moving them into employment.

The spacious new facility is fit for purpose and will help meet the increased demand for the programme, which the Government will double in size to 1600 students nationally by 2020.

It includes three large lecture rooms, staff support areas, and barrack accommodation.

More than 50 skilled staff will also help train students from the Ministry of Education’s Service Academies as well as members of the various Cadet Units in Auckland. “The LSV programme in its current form has been in place for 25 years,” Mr Mark said at the opening. “It has proven time and time again to be a valuable tool in helping young people move forward with their lives.

“The new facility is a huge step forward for LSV. Not only is it modern and fit for purpose, it will help meet the increased demand for the programme,” he said.

“I’ve been a huge believer in the LSV programme for decades, and I’ve met so many people who have had their lives turned around by it.”

Associate Social Development Minister Peeni Henare said the LSV programme was one of the Ministry’s key work readiness and development programmes for young people.

“It provides a supportive and structured environment that builds participants’ confidence, fitness and life skills – preparing them to move into employment or education,” he said at the opening.

“In its current form, LSV has trained 16,230 young people and on average, 50 percent of LSV trainees are off their benefit by 16 weeks after the course. Employers value LSV graduates because of their skills, discipline and attitude.

The new facility will also help train students from the Ministry of Education’s Service Academies as well as members of the various Cadet Units in Auckland.
School to Skies alumni take flight

“I expected it to be more like boot camp but it wasn’t like that at all – I’ve learnt a lot about myself; you get pushed in lots of different ways, and I can do things I didn’t think I could do before.”

- Aircraftman Maddie Scott

Two years after taking part in the inaugural School to Skies programme in 2017, Pilot Officer (PLTOFF) Ali McKain and Aircraftman (AC) Maddie Scott recently marched out together in a combined graduation parade at Base Woodbourne.

The Air Force was just one of many options available to AC Scott and PLTOFF McKain in their senior high school years, but the eye-opening experience of School to Skies left other possible careers by the wayside.

“To be honest, I didn’t really know a huge amount about the Air Force, but after spending five days on base and meeting lots of personnel, I was sold 100% from that point forward,” said PLTOFF McKain. In Year 13 at Rangitoto College at the time, she applied straight out of school but spent a gap year working through the recruitment process for officer training.

A year younger, AC Scott was in Year 12 at Westlake Girls, and despite not really knowing what the Air Force was all about before School to Skies, said that “afterwards, I knew it was what I definitely wanted to do”.

Both women say the training wasn’t what they expected – it was much better.

“Because School to Skies is an all-girls course, we didn’t have a lot of exposure to the gender ratio in the Air Force, so coming in I was quite apprehensive about how I’d fit in,” said PLTOFF McKain.

“But I’ve loved every minute and had no reason to be worried. The content and approach to teaching is really progressive and the instructors model what they teach, interacting with us and building relationships based on open and honest communication.”

While she waits for her two year pilot training to start in April in Ohakea, PLTOFF McKain is heading up to Base Auckland to get some on the job experience working in Base Headquarters in the Tactical Operations Centre – an amazing opportunity to experience what happens in different squadrons and gain a more holistic understanding of the organisation.

Meanwhile, AC Scott will stay at Base Woodbourne to start training for her dream job as an Aircraft Technician.

“When I went on School to Skies that was the trade that really stood out for me, so afterwards I organised with one of the sergeants to come back and shadow an Aircraft Tech for the day. I can’t wait to get started.”
It’s all about the people for CPO

Mrs Huckerby leads the 1470-strong People Capability Portfolio (PCP), which ensures personnel are cared for from enlistment, during their service, and after they leave. It covers everything from pay and veterans’ entitlements to workforce planning – essentially making sure we have the right people in the right place at the right time.

“Most of our work you should not see. If we’re running well, personnel shouldn’t even know we’re here,” she said.

Mrs Huckerby has been in the role, which is a two-star equivalent and therefore at the same level as the service chiefs, for 18 months. She hadn’t worked in a military environment before but five years working for the United Nations in New York had her well-prepared for a rank-based organisation.

“What I like about it is the military literally wear it on their chest and on their shoulders, so it’s different from the UN where there was still quite a strong status and rank structure but you didn’t know about it,” she said.

One of the biggest challenges she faced as a newcomer to NZDF was the same challenge everyone – serving or civilian – coming into the organisation faced: the dreaded acronym.

“There’s a code, a secret language, of three-letter abbreviations that can be quite a barrier. So I was really reliant on interpreters when I first came here.

Every now and again I’ll still hear a three-letter abbreviation and have to ask what it means.”

Aspects Mrs Huckerby loves about NZDF are the orientation to service and the propensity for action. She believes that makes the work more meaningful and worthwhile for everyone, even those tasked with the most repetitive and or administration-focused jobs.

And the NZDF has a special point of difference to other large organisations: we’re New Zealand’s biggest training agency, and we’re training to use.

“We’re not a polytechnic, we’re not a university but we offer qualifications, we offer lifelong learning, we offer training for more than 100 trades. But there’s no other tertiary provider I know of that trains to use. They train to flick them out.”

One of the big challenges facing the PCP is how to cater for the career path younger people wanted to follow. Gone are the days of people entering service at 17 or 18 and staying for 30 or 40 years, as younger people want to “step in and out of work”.

“We need to develop more flexible career pathways but we have to hold dear to the things that have worked really well for us. So our tried and trusted way of building capability, we have to continue that but be able to change it sufficiently to make us a really attractive employer for young people who want to work in different ways.”

It is also an ongoing challenge to attract more young women to the services, and ways to do that are being worked on.

So whether you’re a new recruit, or a younger or an older veteran, or a serving member with a family, Mrs Huckerby has a message for all: “This is a people organisation and you, our people, are the most important resource we have. The PCP’s goal is to ensure you are included and cared for throughout your NZDF journey.”

THE PEOPLE CAPABILITY PORTFOLIO (PCP):

- Ensures our people are cared for from enlistment, through and after their service
- Deals with all aspects of personnel at a tactical and strategic level to enable NZDF to be “fit to fight” and meet operational outputs
- Is headed by the Chief People Officer who, as head of the 1470-strong PCP, is an equivalent rank to Single Service Chiefs
- Through the CPO, advises CDF on any human resources matter that has a potential or actual impact on all personnel, both military and civilian
- Has an effect on every part of the NZDF because you, the people, are the most important resource NZDF has
- Comprises five areas:
  - Human Resources
  - Organisational Development
  - Defence College
  - Reserves, Youth and Sport
  - Veterans’ Affairs
“We’re completely dedicated to training and to our people’s learning. That permeates through in such a positive way, people have a very strong propensity to try something.”

- Chief People Officer Liz Huckerby
Australians’ NH90 flight

Handing over the keys to an NH90 helicopter to another nation’s crew is no small thing. But No. 3 Squadron was happy to pass over control to an all-Australian Army crew, which is currently attached to them.

Usually behind the controls of the MRH90 flying over the vast Australian landscape, the four-person team experienced flying over the beautiful lower North Island and brought the helicopter back without a scratch. No. 3 Squadron has a long history of operating with rotary wing elements of the Australian Army, both on exercise and on operations.

“Our shared culture and operating ethos makes the transition between the environments easy,” No. 3 Squadron Commanding Officer Wing Commander Mike Cannon said.

“The guys have seamlessly integrated into the Ohakea environment and from day one have been giving as good as they get in the crew room! The important thing is that we continue to learn from each other and this is where the true value of the arrangement shines through.”

Helicopter pilot Captain (CAPT) Danniel Lyon, on the Australian Army exchange, said the NH90 was a “great aircraft to fly”.

“It’s been incredible to see the outputs that No. 3 Squadron achieve for the NZDF with their eight aircraft. The demand on the squadron’s aircrew and maintenance is extremely high and the work tempo is continuous.”

But he said the capability the squadron produces for the Defence Force was “outstanding”.

“It has been an incredible experience to be part of such a great organisation.”

Normally behind the controls of MRH90 helicopters at 5 Aviation Regiment (5AVN Regt) in Townsville, CAPT Lyon is used to flying around the vast plains of the continent.

“The aircraft are essentially the same with a few modifications respectively. The Kiwi NH90 modifications such as the electric rescue hoist greatly enhances their Search and Rescue (SAR) capability,” he said.
The Australian Army owns the majority of the Australian Defence Force Rotary wing assets and the primary focus for 5AVN Regt is Battle Field Support to the ground call sign.

“Here in New Zealand, the RNZAF owns the NH90 and are required to provide a variety of outputs and operations such as SAR, Maritime and Domestic Counter-Terrorism, Amphibious, pilot/helicopter loadmaster training, Battle Field Support and National Contingency. I have really enjoyed the variety of roles I have experienced,” CAPT Lyon said.

During the Australian crew’s NH90 flight the team flew around the lower North Island.

“This country is absolutely beautiful and I have had the pleasure of training and flying in both the North and South Islands around snow-covered mountains, which has been the greatest experience a kid from sunny Western Australia could ask for.

“The forever changing tasking that No. 3 Squadron provides to the Defence Force has also kept me on my toes and made the exchange even more exciting,” he said.

“All six Australian Army aircrew on exchange at No. 3 Squadron would like to thank all members of the Royal New Zealand Air Force Base Ohakea.

“The men and women we have met and worked alongside have aided in this life changing experience that we will all remember forever,” CAPT Lyon said.

“A big thank you to No. 3 Squadron’s Commanding Officer, aircrew and maintainers for making us a part of their team and providing us this opportunity. It’s great to be continuing that Anzac camaraderie our forefathers forged so many years ago.”

“I’m really pleased that we managed to pull an entire Aussie crew together as I don’t think the opportunity will present itself again.”

– Wing Commander Mike Cannon
Kit to keep us safe

Medics deploy on all exercises and operations in theatres nationwide and around the world. Because of this, they need equipment for a vast variety of scenarios. The gear they carry can save a life and patch up all sorts of injuries. Leading Aircraftman Tessa Black gives us a look into her medical kit.

General Purpose Uniform

The day to day uniform medics wear is the GPU (General Purpose Uniform), which includes the medic’s red cross patch.

Zoll Propaq

Has the ability to monitor a patient’s heart rhythm and rate. It also has a built in defibrillator.
Observation kit
Includes a blood glucose tester, otoscope (for ear examination), oxygen saturation monitor and thermometer

Tasmanian Tiger bag
Each medic has their own personal kit which has the ability to split into two bags depending on the level of care required for a cover

Raptor folding trauma shears
Sharp trauma shears that can remove clothing quickly if required in a medical emergency. The raptor shears also includes a window smasher and a ring cutter

Intravenous roll
The IV roll includes the necessary equipment to insert a needle into a patient’s arm, such as needles, syringes and flushes; among other things

Cat tourniquet
A tourniquet to try to stop massive bleeds

Helmet
For head protection and identification as a medic

Stethoscope
Listens to breathing, heart beat, and abdomen sounds
Meet the new Director of the Air Force Museum

By Michelle Sim

Recently, Chief of Air Force announced the appointment of a new Director for the Air Force Museum of New Zealand, heralding a new chapter in the Museum’s history. For Wing Commander Brett Marshall, meanwhile, returning to Wigram has brought his Air Force career full circle.

Christchurch born and bred, Brett has a close affinity with Wigram that goes back to his days as an ATC cadet with No. 18 (Avon) Squadron in the early 1980s. Having joined the Air Force in December 1986 as a direct entry pilot, he did his Wings course at Bases Wigram and Ohakea. He even had an additional week added to his Initial Officer Training Course at Wigram, for activities associated with the opening of the Museum in April 1987!

Brett’s first posting was to No. 42 Squadron at Whenuapai, flying Andovers. He subsequently returned to Wigram, to fly the F27 Friendship with the Navigational and Air Electronics Telecommunications Training Squadron (NATTS), before returning to 42 Squadron in 1992. He then undertook his first operational deployment, flying Andovers in Somalia as part of the Unified Task Force, before heading to No. 40 Squadron to fly C-130 Hercules. He went on to a succession of operational, diplomatic and staff postings, including UN military observer roles in both the former Yugoslav Republic of Macedonia and East Timor, four years as a flying instructor, Air Advisor to the UK and Defence Attaché to Italy, and the inaugural Commanding Officer of the NZDF’s Youth Development Unit.

Brett joined the Museum in 2017 as the Executive Officer, then Acting Director, helping support the team through the illness, and loss of former long-serving Director Thérèse Angelo. His appointment to the permanent, civilian role followed a rigorous two-month recruitment process.

While he’ll be transitioning out of the uniform he’s worn for more than 30 years, he will remain on the Active Reserve.

Brett’s very aware that Thérèse has left an incredible legacy, and he intends to continue on that positive trajectory, while also moving forward into a new phase of development. He is keen to explore new ways of engaging with our own RNZAF personnel and the New Zealand public, bringing to life the stories of our Air Force, and those whose names are inscribed on the Roll of Honour.

The other challenge on the horizon is the arrival of a P-3 Orion and C-130 Hercules, something which, to coin a phrase from his 11-year-old daughter, he is ‘nerved’ about – excited about having these hugely significant aircraft preserved in the Museum, but also a tad nervous about the enormous task ahead to raise the funds for a suitable building to display them in.

Finally, Brett has a deep, personal connection with the memorial function of the Museum, and is keenly aware that the Roll of Honour bears the names of many friends that he has served with over the years. “For me, it is the heart of the Museum and why it is a privilege to work here,” he notes. “It comes with a responsibility to ensure that the names on our Roll of Honour are never forgotten.”

With his extensive service background and clear passion for preserving and honouring the history of the RNZAF, we have every confidence that the guardianship of our Museum is in safe hands.
CAF Commendation for RNZAF veteran

The Air Force Museum was delighted to host a Chief of Air Force Commendation ceremony recently for Douglas ‘Scotty’ Wingfield. Scotty has worked tirelessly over the past few years to locate missing records that have led to dozens of fellow Air Force veterans receiving medallion recognition for their service during the Vietnam War.

Scotty joined the RNZAF in 1961 as a Boy Entrant and went on to serve as an aircraft engine fitter with No. 41 Squadron. He was stationed at RAF Changi in Singapore from March 1967 to December 1968, during which time he flew in and out of Vietnam as a supernumerary crewmember on Bristol Freighter aircraft.

In 2012, Scotty applied for medallion recognition for the sorties he flew to Vietnam, only to discover that there was no record of any of those flights, or for the hundreds undertaken by others. As a result, he took it upon himself to investigate further.

Several years later, following many hours of meticulous research involving cross-referencing unit histories and air crew log books, Scotty has compiled an easily searchable database that records every flight, crew member and landing by 41 Squadron’s Bristol Freighters in and out of Vietnam over the period February 1963 to April 1975.

All of the data has been verified and has subsequently led to the awarding of at least 84 medals. As his citation notes, “This medallion recognition has been appreciated by both the serviceperson and their families, including widows, to whom it has meant a great deal.”

The CAF Commendation, usually awarded to serving members of the RNZAF, was presented by Chief of Air Force Air Vice-Marshal Andrew Clark, in a surprise ceremony at the Air Force Museum.

Scotty said the ceremony was a “huge surprise”. “All my friends and family [there] and some of the people I had sourced medals for.”

“I didn’t expect anything in return but it’s lovely when someone recognises your efforts and things you have done.”

- Scotty Wingfield

FROM LEFT TO RIGHT: AVM Andrew Clark, Scotty Wingfield
Air Force News Giveaway

Go into the draw for a chance to win a copy of Graham Clayton’s Gone the Dark Night or Tom Enright’s Many a Close Run Thing. Email airforcenews@nzdf.mil.nz by August 31 to win! Include your name and postal address and type: Air Force News GIVEAWAY and the name of the book in the title line.

Gone the Dark Night: The story of New Zealand’s first night fighter squadron

In 2008 Graham Clayton published Last Stand in Singapore: The story of 488 Squadron RNZAF. After the fall of Singapore, the squadron was disbanded, then subsequently reformed in the United Kingdom in June 1942 as an RAF unit, 488 (New Zealand) Squadron. Its role was to take on the German Luftwaffe in the night skies over the United Kingdom and Europe. Gone the Dark Night is the long-awaited sequel and completes the wartime history of 488 Squadron.

About the Author

Graham Clayton has had an ongoing interest in military history from a very early age and as with most New Zealand families there is a tangible link with the military. His father, Bert Clayton, survived the defeat in Singapore and the allied surrender to the Japanese during World War II and went on to a long career in the RNZAF. It was his story that was the catalyst for 488 Squadron books.

Many a Close Run Thing: From jet-fighter pilot to airline captain

Planes were rarely seen above the small Central Otago sheep-farming town of Ranfurly in the 1940s. Yet as a young boy, Tom Enright had a fascination with the skies that quickly developed into a longing to become a pilot. He joined the RNZAF as an engineer in 1951, and was sent to England at just 16 to attend the revered Royal Air Force College in Cranwell, England. Many a Close Run Thing tells Enright’s story of the mishaps, misadventures and high-altitude drama of a 45-year flying career.

About the Author

Tom Enright is a veteran New Zealand pilot. He joined the Air Training Corps of the Royal New Zealand Air Force when he was in secondary school and on graduation was recommended for a cadetship with the Royal Air Force College in England. His first 20 years flying was in a variety of military aircraft, mainly in New Zealand and the Pacific. He then spent the next 25 years as an airline pilot.

FLY IN, GET THE JOB DONE, FLY OUT

Impermanence

The temporary nature of an air platform’s ability to maintain an influence or effect through its presence.

Air Power in Action
A team of four Communication and Information Systems technicians, Leading Aircraftman (LAC) Jesse Golding, Corporal (CPL) Michael Hillier, CPL Nick Stafford and myself, completed the 100km Oxfam Trailwalker in the Bay of Plenty to raise money for Oxfam New Zealand and The Missing Wingman Trust.

The team chose the name MegaHurtz, to incorporate both their communications background (Megahertz) and the amount of pain they would be in by the end of the walk.

The event began at the Edgecumbe War Memorial Hall and finished at Whakatane’s Rex Morpeth Park. Oxfam Trailwalker was originally set up by the elite Queen’s Gurkha Signals Regiment in 1981 as a military exercise to test teamwork, endurance and determination. It is now part of an international series, raising more than $190 million globally and is one of the most fulfilling, challenging experiences you may face in a lifetime.

The No. 230 Squadron Deployable Communications Section (DCS), Section Commander, Flight Lieutenant Liam Scott wanted the team to complete the event similar to the way the Queen’s Gurkha Signals Regiment did, so MegaHurtz donned 20kg packs and uniform similar to what we would wear when deployed on Humanitarian Aid and Disaster Relief operations.

The team and our support crew drove down from Auckland three days before the event to help Oxfam set it up, as well as checkpoints, with other volunteers. The support crew also ran a 24-hour barbecue at the finish line of the Trailwalker.

The 100km event started early in the morning with Air Force Physical Training Instructor Gavin Rolls ensuring the participants were warmed up with some tried-and-true mobilities and stretches before they stepped off.

Morale was fairly high throughout the event, and increased when we stopped into a checkpoint and saw our smiling support crew.

One aspect of the event we really enjoyed was chatting with other teams who had seen us training around the Auckland region, and sharing our Air Force experiences with them. It was awesome to see that our fundraising and training excursions had reached so many people and that they knew who we were, or had heard about us.

Overall it was a great experience and the team did amazingly to finish in 23:26:12 with an injured team member, who was half carried across the last 2.6km due to a knee injury. We raised more than $6,600, with about $2,500 going to the Missing Wingman Trust and $4,050 going to Oxfam New Zealand.

We are hoping more NZDF Teams will ‘Pike Ake’ and join us in signing up to the 2020 100km Trailwalker!

FUN FACT:
MegaHurtz won the Best Team Name out of the more than 250 teams that entered!
Fierce battle on the squash court

Woodbourne battled fiercely during the team event however the plucky little team from Marlborough was outmatched and had to gracefully accept fourth place. Wellington, led by the Mighty Mike McCarroll, took a confident third place leaving Ohakea and Whenuapai to battle it out for first place. Over the course of five hours, players from Ohakea and Whenuapai fought it out leading to several epic five setters but in the end Ohakea prevailed, winning the team event, leaving Whenuapai to lick their wounds and plan their revenge for interbase 2020.

The individual tournament saw a lot of old rivalries play out on court with bodies and scores being pushed to the limit. Two newcomers to RNZAF squash, Aircraftman Rory McLachlan and Leading Aircraftman Scott Endres, performed well in their divisions. LAC Endres knocked out the indomitable Flight Lieutenant Glenn Blay in a five setter upset, challenging the established pecking order and putting the older hands on notice.

There was also a lively beginner grade division where tensions were just as high – those new to the code sweated and grunted, swinging newly purchased racquets in order to cover themselves in glory. Ultimately, there was only one winner, although many matches were forced into the final round before a winner emerged.

Congratulations are also due to those who made the RNZAF Team and deserve special mention:

**MEN'S TEAM:**
1. Mike McCarroll (WN)
2. FLTLT Dan Lamb (AK)
3. FLTLT Josh Wood (OH)
4. Lachlan Keown (WB)
5. AC Rory McLachlan (OH skin)
6. LAC Aaron Van Berkel (AK)
7. Res: SQNLDR Anthony Budd (OH)

**WOMEN'S TEAM:**
1. F/S Shar Carson (OH)
2. Heather Plank (OH)
3. CPL Kim Gilbert (OH)
4. Jacqui Mannes (OH)
5. Res: SGT Kirsten Pease (WB)

Sergeant Julius Kolk of Woodbourne won his division and Sergeant Kirsten Pease, also of Woodbourne, won the women's beginner division.

Flight Sergeant (F/S) Warren Mant, known affectionately as 'The Machine', played his last interbase tournament this year and used his intimidating size and reach to steal victory away from Lachlan Keown in the team event. Over the years F/S Mant has contributed significantly to RNZAF squash in terms of donating his time to officiate tournaments and taking newer players under his wing. The code will miss his calm presence and slightly off-kilter PTI-ish sense of humour and we all wish him the best for his new career.

The RNZAF squash code is always looking for new players, if you would like to get back into it or if you're picking up a racquet for the first time – there's a club in every base around the country. POCs are as follows:

**Whenuapai:** Dan Lamb  
**Ohakea:** Glenn Blay  
**Woodbourne:** Nathan Newson  
**Wellington:** Virgil Clair  

This year saw one of the biggest squash interbase turnouts this author has experienced in his playing career. Just under 50 players from around the country congregated at Woodbourne to battle it out for bragging rights of top base and to settle old scores.
Air Power Development Centre Quiz

1. During what decade did the first woman fly in space?
2. During WWI, what was the ratio of airship to aeroplane raids on Britain: 25/75, 50/50, or 75/25?
3. During which decade were Vampire aircraft withdrawn from RNZAF service: the 1960s or 1970s?
4. No. 40 Squadron C-130s flew into Russia during the Cold War: true or false?
5. Since the 1970s, the RNZAF has predominantly used Mk 80 series general purpose bombs. Name three sizes by weight used by the RNZAF over the years.
6. What aircraft type is the P-8A Poseidon based on?
7. What primary mission set does the E-7A Wedgetail undertake?
8. Does the NZDF contribute to the UN Multi-dimensional Integrated Stabilisation Mission in Mali?
9. When does the USN expect to retire the P-3C from service?
10. The Republic of Singapore Air Force logo is a red lion head within a roundel. What values does the logo express?

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

IN SEARCH OF UNTOLD STORIES FROM WORLD WAR II

War divides us. War unites us. War changes us.

Author Renée Hollis is working on a social history project focusing on the experiences of New Zealanders during World War II. She is searching for untold stories that give the reader a real insight into what life was really like during WWII. Among the many people this could include are:

• Soldiers in all theatres of war, including the J-Force
• Nurses, both those who travelled to war zones to serve in military hospitals ['Tuis'] as well as those working in rehabilitation facilities back in New Zealand
• Prisoners of war
• Conscientious objectors imprisoned in New Zealand
• People in the Home Guard throughout New Zealand
• Women’s War Service Auxiliary i.e. Red Cross
• Women’s Auxiliary Army Corps [WAACs]
• Women’s Auxiliary Air Force [WAAFs]
• Women’s Royal Naval Service [the ‘Wrens’]
• Men who did not serve due to the essential nature of their work in New Zealand

Timeframe
Letters and diaries must be submitted by 30 August, 2019 and can be emailed or posted to Renée Hollis at Exisle Publishing, 226 High Street, Dunedin, 9016. For more information and to read the terms and conditions email Renee at: voicesofWWIINZ@gmail.com

N.B. If you would like your documents returned to you, please provide a stamped, self-addressed envelope or courier bag.

Terms and Conditions
By submitting this WWII material, you warrant that the material is original and that you have the legal right to give Renée Hollis permission to publish this material in any subsequent book resulting from the project. It should be noted, however, that submission of this material does not guarantee publication.

Renée Hollis shall take reasonable care of all material submitted but shall not be held responsible for any accidental loss or damage caused while it is in her custody or during the production of any subsequent publication. It is the responsibility of the sender to make any insurance arrangements they see fit. Copyright in the original diaries and letters remains with the author of those diaries and letters.

Think you can stump our readers? Email quiz questions to APDC via ohapdc@nzdf.mil.nz
This photo was taken at Rockhampton in Australia, during Ex Talisman Sabre 2019. Two NH90s had just pulled in to the airfield and dropped off a couple of VIPs. Tre (our videographer) was already walking over to the choppers to get a shot when I was also getting into position about 2–3 wing spans from one of the NH90s. Tre had had a chat with one of the pilots to explain what we wanted for the shot so once they were up, they got into position and we shot like crazy before I gave the thumbs up and they took off to Williamson Airfield. I was really excited to get to my laptop because I knew I had pretty much got my favourite shot of the exercise. The main thing I want to point out for this image is that it wasn’t possible without everyone working together – between Tre, the pilots, the crewies and I. They were patient enough for us to get the shots, while we realised we couldn’t take forever to do so!
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There's over 109 roles available including IT, communications, engineering, logistics, aviation, medicine, and emergency response. Some roles require a degree and some don't. We also have university and graduate scholarships available.

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