On exercise with Special Ops Forces

NH90 crew rescue missing tramper

Missing Wingman Trust’s 10th Anniversary

Getting the job done in the mountains
These were the last words that Flight Sergeant David Derek Maclean wrote home. On 11 October 1942, four days before his 21st birthday, Derek was flying one of nine Spitfires scrambled to intercept a large German and Italian air attack on Malta and was shot down over the sea in the ensuing fight. His body was never recovered and he is commemorated on the Malta Memorial and here at the Air Force Museum of New Zealand. Derek’s name is alongside more than 4,600 New Zealanders (almost twice the number of our current Air Force) recorded on our Roll Of Honour, which for me, is the heart of our Museum. To ensure that the stories and lives behind those names are told, as well as stories of all those who have served, or are currently serving in our Air Force, is why we exist. It is also why being Director of our Museum is such a humbling role.

As I write this I am in my final month of wearing the uniform that I first put on back in 1986 (not exactly the same one as my body shape has matured over the years). As the “Director” is a civilian position I have purchased some civilian camouflage and when you read this I will still be getting used to rising 10 minutes earlier each day to decide what to wear. When I was given the opportunity to write the First Word I was a bit daunted. What could I say that might be inspiring, invigorating or challenging, and might give you a taste of what a special unit our Air Force Museum is? Do I say how proud I am of the team that work at the Museum who dedicate themselves to telling the story of our Service men and women?

Do I mention that at time of writing the Air Force Museum was number two on Trip Advisor of the 220 things to do in Christchurch as ranked by traveller reviews - yet I find myself wrestling with whether to mention this as I don’t want it to come across as showing off but to make the wider Air Force proud of their Museum.

Do I mention how some mornings I will stand quietly in front of the Roll Of Honour reading names, and knowing that it is only because of those names that I am here now and have had the opportunity to live the life I have?

As I am typing this we are approaching the six month anniversary of March 15th. I wondered about mentioning the young Muslim man who visited our Museum as his community was looking for a venue for their Eid celebration and how, after showing him around, he gave me a hug before he departed. Even as I type this I find a bit of dust has settled in my eyes. The Eid celebration was held here at the beginning of June, during which a message of support from Wing Commander Ali Faryaaz was read out to over 1,000 people from our Muslim community. I doubt, when our Museum was opened, we ever envisaged that it could be used by our Defence Force to engage with, and support, our community in this way.

If you have continued to read this far, thank you for putting up with my ramblings. You may be reading this in the month of its publication or perhaps you are an archivist stumbling upon it 100 years from now. I hope whoever you are that you are making the most of your life. That you are trying not to sweat the small stuff, enjoying the simple things like the company of good friends, finding opportunities to laugh when you can, and trying to be a little bit kinder each day. Because one day each of us will write our final words and living your best life as that is the best way to honour the lives of Derek and Donald, and all those whose names are recorded on the Roll Of Honour at our Air Force Museum.

“...Oh well, when I start drawing on the events of two or three months ago, I am getting pretty hard up so cheerio, mother, and my love to you all. All my love, Derek”

~ Flight Sergeant David Derek Maclean
The Special Operations Forces conducted a two-week exercise recently, to certify Counter Terrorist Team (CTT) capabilities. Special Operations Counter Terrorist capabilities are designed to provide specialist support to the police and the Civil Authority when requested, and at direction of the government. This includes small teams capable of working alongside Police and also larger elements when the safety of New Zealanders is threatened. It was a rare opportunity to see how the highly-skilled team honed these skills.

One part of the exercise involved extracting hostages held by an armed terrorist group. Playing the role of one of the five hostages, we waited in a small, cold room, listening for signs the Special Operations Forces had arrived. The first came when one of the barricaded doors on the ground level of the building was forced open.

The second sign was when an explosion of simulation ammunition fired in the space outside our room, stopping the terrorist from harming his would-be victims.

The team had taken the terror group members by surprise, arriving on the third floor quickly and silently. Entering the room with their faces covered, wearing helmets, night vision equipment and carrying rifles, CTT members ordered us to face the wall with our hands up. We were under no impression that the request was negotiable.

Two of my fellow hostages were “injured” by the terrorists in the melee, and were attended to quickly by the CTT medics and quickly evacuated to higher medical aid. The rest of us were lined up with our hands on the person’s shoulders in front of us and led out of the stronghold. We were placed in the new NZDF protected mobility vehicle, the Bushmaster, and driven to the safety of the waiting NZ Police at the cordon of the site.

The initial action was over in about four minutes, incredibly quick due to the complex nature of the hostage rescue operation. The team cleared other surrounding buildings and rounded up the last of the terror group.
“As a team we can move in to assist the police. We have the highest trained operators in Counter Terrorism in the Defence Force, which means we can get out there and do our job with the greatest chance of success in rescuing hostages.”

- Major J

The Special Operations Forces is made up of a combination of personnel from the three services. They come from all different trades and bring a vast number of skills with them.

Major (MAJ) J* said the exercise was to practice the CTT tactical level of competency, within a broader police response, so if they were to be called out at short notice, the CTT would be able to respond quickly and effectively.

“The plan for this exercise is to incorporate all of our squadron-level assets as well as involving other portions of the Defence Force, including No. 3 Squadron helicopters and No. 40 Squadron C-130 Hercules to provide us with aircraft to move us around the country as soon as requested by police.”

The CTT is always on call to assist New Zealand Police and the Civil Authority in response to terrorist and asymmetric threats – particularly if a task is large or complex.

Everyone who joins the team comes with a “common purpose”, he said.

“Everyone has their own individual role – nobody’s more important than anyone else and everyone works together to make the team function.”

After leaving Special Operations, support personnel (SOF enablers) can return to their own service bringing a vast amount of new skillsets, he said.

Corporal G, arrived at the unit as a medic from the Air Force. During the exercise she was expected to provide immediate medical treatment needed and also help with handling hostages.

“It’s a really good exercise because it shapes out how this could potentially happen if we did have to respond to a domestic incident, and how we would operate offshore.

“It’s good to have this in practice, so we can test our processes and how it would actually go down if this were to happen. From our perspective it’s great to work with the team to best manage these patients and then communicate with civilian assets – it’s quite a complex process.”

* Identities are removed for security purposes.
Department of Conservation (DOC) rangers, Defence Force personnel and kaitiaki (guardians) of Ngāti Whātua o Kaipara used the shells to create safer nesting sites for tara iti at Papakanui Spit, at the mouth of Kaipara Harbour.

Tara iti are critically endangered with a total population of 35 to 39 birds. They nest at four main breeding sites in Auckland and Northland, one of which is within the South Kaipara Air Weapons Range that includes Papakanui Spit.

“Tara iti nest on shelly beaches. At public beaches their eggs and chicks are at risk of being disturbed by the public. Papakanui Spit is within a no-go area for the public. The Defence Force provides further protection by avoiding weapon testing and staying well away from the spit during the tara iti nesting season.”

It took a day to carry bags of oyster shells to the beach at the top of Papakanui Spit.

“We’re grateful to Biomarine Ltd for providing the shells free of charge,” Mr Wilson said.

DOC rangers, Defence Force personnel and kaitiaki of Ngāti Whātua o Kaipara spread the shells and sand to create two large nesting mounds and enlarge seven other mounds, created last year, on the Papakanui Spit beach.

“These raised nest mounds help protect tara iti nests from big high tides and storms that flood the nests,” Mr Wilson said.

“They also provide protection from high winds, which cover the eggs with sand, meaning the parent birds can’t find their eggs.

“We really appreciate the support the Defence Force and Ngāti Whātua o Kaipara are providing at Papakanui Spit to help increase the tara iti population.”

Wing Commander Rachel James said the Defence Force was always willing to work with other government agencies to support their initiatives.

“This includes our recent assistance to DOC with the clean-up in Westland and support to remote places such as to Raoul Island in the Kermadecs.”

“Having tara iti nesting within a Defence Force range helps protect the birds when they’re breeding.”

- DOC ranger Alex Wilson
A tramper missing for two nights in the Ruahine Forest Park was found safe and well by an NH90 helicopter crew who had earlier dropped off search parties in the area to look for her.

“We had just dropped two of the Search and Rescue (SAR) teams in the area. Once we had dropped the second team off we flew up a river valley where there were tracks that led to a hut,” helicopter loadmaster Corporal (CPL) Bruce Cane said.

“It was probably only five minutes into the search one of the crewman saw a person by the hut waving to us. So we turned around and winched a SAR medic down. They had a radio and they confirmed the identity of the missing tramper.”

It was CPL Cane’s first successful SAR mission and finding the woman safe and uninjured was a great feeling, he said.

“It was quite interesting, she’d been out for a few more days than she was expecting to be, so we thought she might have low energy, but she was in good spirits when the medic got to her.”

The tramper, who was in her 40s, had set off on the morning of August 26 towards the Rangiwahia Hut, but did not return when expected, sparking the search.

Manawatu Search and Rescue teams searched the area on foot the following day and again the next morning, supported by Search and Rescue volunteers from Taihape and Whanganui. It was that day, about midday, the NH90 found her.

Police acknowledged the combined efforts of a number of teams including local Search and Rescue volunteers and members of the Air Force in helping locate the missing woman.

No. 3 Squadron Commanding Officer Wing Commander Mike Cannon said the week after the rescue many of the squadron were undertaking mountain flying training at the top of the South Island.

“This is a key element in making sure that we are continually prepared to conduct the SAR activities,” he said.
Integration key to training

A major Search and Rescue (SAR) exercise was held recently in Auckland’s Hauraki Gulf, which combined the skills of New Zealand Defence Force units and outside agencies. It was an opportunity for all involved in SAR events to learn from each other and strengthen ties.

Personnel from No.s 5, 6 and 40 Squadrons teamed up with the Rescue Coordination Centre New Zealand (RCCNZ) and the Coastguard for the exercise. It involved finding a group of people stranded in a life raft, dropping supplies to them, coordinating with the vessels on the harbour to collect them and a Seasprite to winch them to safety.

Headquarters Joint Forces New Zealand and Whenuapai Base Operations were also involved in the coordinated effort. The scenario echoed real life SAR situations where the initial call for support by RCCNZ initiated a domino effect of calls to action for an impromptu and integrated Defence Force rescue package, No. 40 Squadron loadmaster Flight Sergeant (F/S) Dave Cresswell said.

The scenario facing the crews was that four people were in a yacht that was taking on water and sinking fast in the Hauraki Gulf. A life raft was in the vessel, but it was unknown what colour it was. A C-130 Hercules team rushed to get airborne and head to the search area. The P-3K2 Orion had the same scenario, but was re-tasked airborne and diverted to the search area.

“The crews didn’t know where they were going or what they would need to do once they had arrived, which would be the same in a real case scenario,” F/S Cresswell said.

“The C-130 and the P-3 found the life raft that was out in the ocean and dropped rescue supplies to it. They then became the Command and Control asset during the recovery phases, feeding information to Joint Forces and RCCNZ.”

Following the discovery of the life raft, the Coastguard and a No. 6 Squadron Seasprite were called to the scene where they both took on their own training.

“The Seasprite came in and winched them out and then winched them onto one of the NZ Navy rigid-hulled inflatable boats. The Coastguard then came in and undertook their rescue training, which also involved looking after injuries suffered by some of the people in the life raft,” F/S Cresswell said.

Air liaison staff were on board the Coastguard vessels to explain what the aircraft were doing and how the crews would be operating.

Staff from the Coastguard, RCCNZ and the Navy Survival School were on board the C-130 to experience the planning and rescue processes.
Air Warfare officer Flight Lieutenant (FLTLT) John Brereton said the P-3’s role was two-fold – carrying out training, and improving procedures and engagement with the Coastguard and Navy.

“We don’t get an opportunity to drop a life raft very often – especially in a controlled environment where we can look at improving our procedures. In a real world situation, if there are things about the procedures we want to tweak, it’s not the best time to do it.”

The exercise went perfectly. A 150m length of rope with a life raft attached to one end and a supply bag attached to the other landed exactly as planned, FLTLT Brereton said.

“It was a great demonstration that the changes to procedure we’ve been working on for the last couple of months have been really effective. We would call it a bullseye.”

C-130 pilot FLTLT Lachlan Newbery said the training was important for No. 40 Squadron which would be called to a SAR event should the P-3s be unavailable.

“This role is No. 5 Squadron’s bread and butter but for us on the C-130 it was a really good opportunity for us to train and qualify multiple crew members in this different role.”

The C-130 was manoeuvring at low altitude, in different aircraft configurations, with paratroop doors and/or the ramp open to facilitate crew looking for survivors or any traces of life.

“So it was a dynamic sortie” he said.

“We don’t have an advanced sensor suite like the P-3, so we’re heavily reliant on visual search and the information provided by RCCNZ. Looking for a small object in the sea makes you realise how much the sea scape, angle of the sun and the cloud cover plays on your visibility and ability to identify things in the water.”

“So that big integration piece between other agencies is quite realistic and would occur with RCCNZ, NZ Police, Land Rescue or the Coastguard. It was about how we integrated with non-NZDF organisations to best enact successful outcomes.”

- Flight Sergeant Dave Cresswell
MOUNTAIN FLYING – MORE THAN JUST TRAINING
Every year the top of the South Island hums to a distant soundtrack of helicopter rotors as NH90s, A109s and Seasprites conduct mountain flying exercises. The event also incorporates operational work with agencies including the Department of Conservation, Ministry for Primary Industries and the Mountain Safety Council, who say the help from the helicopters is invaluable. *Air Force News* joins the teams on their mountainous work.
During the recent training, held out of Base Woodbourne and Dip Flat at the base of the St Arnaud Range, crews from No. 3 Squadron and No. 6 Squadron undertook a number of taskings to help outside agencies.

A tonne of firewood was delivered to remote Department of Conservation (DOC) huts, windows and pipes were flown to a hut that needed repair work, avalanche and wilding pine surveys were undertaken and fisheries patrols were carried out.

DOC worker Paul Dulieu and Mountain Safety Council regional avalanche forecaster Matt Wilkinson were able to carry out the vital work with the help of NH90 and A109 crews.

“The intel that we gather from these trips gives Matt information to help with forecasting. It helps me, from a DOC point of view, gather information that I can make risk assessments on assets - like huts,” Mr Dulieu said.

“There are a couple of huts that we get quite concerned about in winter because they have the potential to be hit by avalanches.

“We give the public information from the intelligence that we’re gathering so they can make better decisions based on the information we’ve been able to provide.”

It was the second year DOC had done avalanche flying in an Air Force helicopter, he said.

Detachment Commander Squadron Leader (SQNLDR) Chris Ross said the exercise was primarily about training in high altitudes and refining mountain flying techniques.

“The end-state being all our crew qualified and experienced to be able to fly in National Contingency situations, such as Search and Rescues.”

It was also beneficial to test maintenance and logistical support in a deployed environment, he said.

“It’s not only the aircrew getting tested in high altitude flying, it’s the other 50–70 people on camp getting tested to see if they are ready for deployed operations.”
The exercise also offered the advantage of taking training opportunities and put them towards a tangible outcome, SQNLDR Ross said.

“The tasks certainly help out DOC in a big way. And it’s great because it doesn’t cost them anything and if we weren’t doing it for DOC, we’d literally be doing it for training and we’d have to create our own scenarios. It’s a win-win situation.”

NH90 co-pilot Flight Lieutenant (FLTLT) Chris Fon-Lowe flew the loads of firewood to the huts.

“How well the load flies is a massive consideration for us. They are suspended under the helicopter in two bags filled with equal amounts. It also limits how fast we can fly – so probably flying about half or three quarters of the speed we normally would.”

The main consideration with flying in the mountains was the weather, he said.

“The wind is incredibly unpredictable, so forecasts generally tell you what the wind is doing over this whole area, but in any particular valley or any particular system, there’s going to be different wind changes.

“It encourages you to use good technique. If you can fly well here you can fly well anywhere else.”

NH90 helicopter loadmaster Sergeant Phil Delaney was part of the crew during the firewood transport.

The huts were located at a high altitude so it was a matter of making sure the aircraft had enough performance to do it safely and in a controlled manner, he said.

“We’re using a 100ft strop, which is a massive long strop and the load looks like a small thing a long, long way away from the aircraft.”

Working out the distances from the helicopter came down to practice and experience, he said.

“We really appreciate it from an avalanche forecasting point of view and from a DOC point of view, it’s incredible. It means we can combine our objectives with Air Force objectives and we’re all achieving the greater good for each other.”

- Paul Dulieu
Department of Conservation

FLYING HOURS:

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A109 helicopter loadmaster Corporal Steve Kennedy was part of the team undertaking avalanche surveys with DOC.

“We went out around Nelson Lakes National Park and we were looking for areas with avalanche risk, having a look at different spots where hiking tracks went through and pretty much gathering information where hikers could go safely with the latest snowfall,” he said.

“It’s awesome to be able to train up in these beautiful mountains and be able to help out with DOC definitely makes it much more worthwhile.”
MAIN PHOTO:
Three Seasprites line up on the flightline at Base Woodbourne during mountain flying training
Seasprites doing the mahi on exercise

Three of No. 6 Squadron’s SH-2G(I) Seasprite helicopters also packed more than just training in during their recent mountain flying exercise at the top of the South Island, taking on fisheries patrols for the Ministry for Primary Industries (MPI).

It was a busy couple of weeks for the squadron, who were based at Woodbourne, but they were able to complete everything they set out to do. Seasprite pilot Lieutenant (LT) Chris Sharrott said the crews carried out four days’ worth of work for MPI in the Marlborough Sounds and the Cook Strait.

“They went out to have a look at who was out there and what they were doing and more importantly, where they were doing it, because there are obviously protected fishing areas in the Marlborough Sounds.”

Most of the fishing crews were being compliant with the rules, but for those who were not, the Seasprite crew were able to provide details to MPI officials, he said.

Alongside the MPI taskings, the Seasprite crews also touched down at a number of South Island schools to give the pupils a chance to have a chat and take a close up look at the aircraft.

“Hopefully some of the young people will have been inspired,” LT Sharrott said.

Flying in the mountains was an important skill for the Seasprite crew to maintain, he said.

“New Zealand is pretty mountainous and we don’t always have ships to get around the country with so sometimes we have to fly over mountainous terrain to get to where we need to do the tasking.

“We need to make sure our aircrews are trained to best effect so they can fly safely and achieve the mission. Coming here for a couple of weeks gives them an opportunity to hone those skills and more importantly increase their experience levels of flying in these sorts of environments.”

It was also a good opportunity for personnel who already had their qualifications to refresh their skills, LT Sharrott said.

“We’ve got new people here who need to get those qualifications in the first place. From here we can send them off on their own to do the tasks and we can be confident about how they are operating because we know they have been trained properly.”

The environment was a challenging place to fly in, he said.

“You’re operating at high altitudes so the aircraft performance isn’t as good. The weather is seriously changeable in the mountains and the landscape changes quickly – you have to make sure that if you go in, then you can get out again. The wind also changes directions in the hills because of the valleys – it’s a bit like water it takes the path of least resistance and increases or decreases with the terrain.

“So it’s a really good area to hone your decision-making skills as well as pure flying ability for the pilots. It also gives the loadmasters and observers a really good opportunity to hone their decision-making skills.”
Aeromedical Evacuation – Training for all scenarios

Air Force and Army doctors, nurses and medics recently trained in Aeromedical Evacuation, with initial training conducted for 12 students and refresher training for 11 instructors.

They were preparing to operate in a permissive environment, with low to medium dependency patients, such as a humanitarian aid and disaster relief mission. Complex environments like these require the type of air power that only the Air Force can offer.

The flexibility to carry large numbers of patients out of austere situations has both historical and contemporary context for the Air Force.

The theory, practice and concepts of Aeromedical Evacuation were taught by multiple Defence Force internal and civilian external experts. The Aviation Medicine Unit (AMU) used evolving simulation to socialise students to working in the aviation environment. This included using the hypobaric chamber to run advanced life support scenarios at 8000 feet.

Crew resource management is crucial in aviation training. For health, working in aviation it is a double edged sword. Not only requiring awareness of the flight environment but also managing a team delivering complex clinical care.
In both situations, the most junior member of the team needs to be able to ask the most senior, ‘have you seen that mountain’ or, ‘I don’t think that is the correct drug’.

To better enable individuals to communicate during the training an Air Force psychologist ran a personality workshop. This is intended to inform understanding of individual personalities with the goal of better performing CRM.

Our teams were well supported by and worked with both No. 40 Squadron’s C-130 Hercules and No. 3 Squadron’s NH90 helicopter.

They flew by day and night, including in high wind and rain while carrying multiple live (simulated) patients and an NH90 winch familiarisation.

With increasing air travel and population movement there is growing concern about border protection from infectious disease. AMU included an introduction to transporting infectious diseases, with help from the Air Force (DASH) Environmental Health Unit, Occupational Health Unit and St Johns.

Aeromedical Evacuation is a physically and cognitively demanding role. Physically, this was supported with early morning physical training. Cognitively, the challenges of using aeromedical equipment and clinical management in flight was explored.

The 2011 Christchurch earthquake and 2009 Samoan tsunami were recent reminders that in New Zealand only the Air Force can move the sick and injured on mass. This year’s course including a mass casualty evacuation, to gain and share knowledge our (simulated) patients included civilian guest from St Johns, Ministry of Health and Waikato Air ambulance flight teams.

Squadron Leader Gus Cabre said we were a small but well trained force.

“Vital roles such as Aeromedical Evacuation must be properly prepared for and should be considered an essential dual role for selected health personnel.”
A decade of service

Tragedy is defined as an event causing great suffering and/or distress, something the Missing Wingman Trust has been trying to help alleviate for nearly 10 years. It is the brainchild of Wing Commander (WGCDR) Tim Costley, who says three deaths between 2009 and 2010 helped crystallise the movement.

"The final one, which really triggered it for me, involved a red checkers pilot during a display practise. I knew Nick Cree my whole career, and our wives were pregnant around the same time. I just thought, who is going to be looking after his family?"

He says it then became clear more could be done to help his fellow service men and women, when the going got tough.

"I thought, here are these people needing some kind of help and at the time there wasn’t anything available for them."

The Trust has since helped dozens of families with financial burdens, food parcels, school trips, and even labour.

"It has been a long few years, and a lot of hard work. The base commander at Ohakea at the time was very supportive of the initiative."

Fellow Wing Commander, Susie Barns says she still remembers the shock of learning about her husband’s cancer diagnosis, especially at how fast it took hold.

"Unless you have been through it, you don’t really know how it can feel. It was a tough time for the family, but you do what you can to survive and carry on."

She says initial help from the Trust, a welfare grant prior to her husband’s passing, was unexpected but something she is still incredibly grateful for.

"It was lovely to have someone thinking of what they can do, it was also sentimental to know they were there."

This is echoed by Sergeant (SGT) Sam Fulton, who says he will forever be grateful for the financial support offered by the Trust when his child was diagnosed with a rare condition.
“My wife had to take extra time off work to care for him, and we were financially stressed.”

He says they contacted WGCDR Costley, who straight off the bat asked how much they needed in order to relieve some of the heavy burden.

“Within about two weeks the money was in our account. We could buy Christmas presents, we could move forward, because we had been on the bone of our arses at that point.”

SGT Fulton doesn’t think people realise just how important having the Trust waiting in the wings is, as they are ready to help at the drop of a hat.

“We are still grateful beyond belief.”

Cathy Cocker is another person who was helped by the Trust, this time with work around her property that she and her husband, W/O Mike Cocker, had planned to do over Christmas.

“He had been in service for 37 years, and had just got his dream job before he passed away. Everything was looking up. We had just bought a property with a full quarter acre section with a lot of planting on it.”

The Trust sent a group of men from Woodbourne to help gut the garden, a job she had planned with Mike for over the Christmas break.

“They hit the ground running for a day. Hired a skip. I didn’t expect it. It was hugely symbolic.”

There have been multiple fundraising initiatives launched over the years, with WGCDR Costley saying it’s a bit of everything and anything.

“From movie nights, to raffles, dinners, climbing Mt Kilimanjaro, and recently a team drove a tuk tuk across India … some are big and some are small but they all help and add up.”

MAIN PHOTO: W/O Toni Tate and CPL Michael Hillier with money raised for the trust after completing the Oxfam Trailwalker

TOP LEFT: CPL Matt Keen, FLTLT Loic ‘Frenchy’ Ifrah, SGT Sam Riordan and three friends drove across India in tuk tuks raising funds

BOTTOM LEFT: W/O (Rtd) Doug Walters, Ms Judy Bailey, WGCDR Tim Costley, AM (Rtd) Sir Bruce Ferguson, AVM (Rtd) John Hamilton, F/S (Rtd) Geoff ‘Polly’ Polglaise. Absent: Mr Steve Gregory

RIGHT: Top Gun charity movie night

KEEN TO HELP?

The Trust is eager to keep the momentum going. If you wish to donate to it, or launch a fundraising initiative, you can go to: www.missingwingmantrust.org.nz, or get in touch at missingwingmantrust@gmail.com
Future Leaders’ 2025 Vision

About 90 of the Air Force’s future leaders recently gathered at the Air Force’s Tūrangawaewae at Base Ohakea to discuss their vision for the future and listen to influential speakers. The positive energy the group brought with them was palpable and the enthusiasm was contagious.

The theme of the Junior Leaders Forum was Future Leaders – Stronger Together.

Chief of Air Force Air Vice-Marshal (AVM) Andrew Clark said it was an important event that would ensure that the Air Force’s future leaders were synchronised towards a shared focus for the future.

“As we construct the future RNZAF, there will be a number of challenges and opportunities. We’re introducing new capabilities and technology, and building greater capacity back into the Air Force. The knowledge, skills and roles of our people will evolve, and we will become a more diverse force.”

Innovation was a key theme of the forum and AVM Clark said they were “ideally placed” to consider innovative solutions, to think smart and look at new ways of doing business.

Among the forum’s guest presenters was entrepreneur and chief executive of GirlBoss NZ, a networking company for young women, Alexia Hilbertidou. She was recently awarded the 2019 Prime Minister’s Pacific Youth Award and is also an ambassador for Air Force and Navy through her work with School to Skies and the inaugural School to Seas programmes.

“We need a new generation of leaders rising up in this country. If you see a problem and you see a solution, that could be you,” she told the forum during an innovation workshop.

The workshop also highlighted existing innovation success covering environmental sustainability and the Air Force Pasifika community, shared by panellists Corporal Hayley Pitman and Sergeant (SGT) Louie Nicholas.

SGT Nicholas spoke to the forum of his passion for promoting Pacific Island education in the Air Force.

“Looking towards 2025 for me it’s teaching command courses and further educating command on how to approach Pasifika. That comes through from adopting these forums and adopting in outside sources to be able to talk on Pasifika,” he said.

“My hope for today is gaining awareness of our Pasifika culture. We’ve got a lot of junior leaders here, and they’re all leaders of the future so for me this is where it all begins, especially as they grow and develop into higher command positions. If we as a group can affect just one person, that’s more than enough for me.”

Flying Officer Adena Emanuel said it was important to have people clued into the future vision for the Air Force.

“I think fostering that integrated leadership at a junior level will be able to help in the future when we see one vision moving forward as a Defence Force,” she said.

“The networking opportunities for me at the forum were fantastic and particularly the networking opportunity between junior officers and junior non-commissioned members –
I rely heavily on the help of non-commissioned members and I will in the future – so to have the integration at this level means that in 2025 it will be a lot more seamless.”

Physical Training Instructor Corporal Wairakau Greig said a lot of the discussion had centred around being combat fit and having good general health.

“There has also been a lot mentioned about mental health, so possibly looking at what we can do to help mental health and looking at links between physical health and mental health.”

Pilot Officer Ben Kistemaker is training to be a pilot but knows there will be a time when he will take on a leadership role and be in a position to instigate change.

“I didn’t know what to expect coming into today, but what I’m taking away is the knowledge that we do have systems coming into place and that’s really encouraging. It’s great to see our leaders telling us it’s a priority for them.”

Corporal Jamie Hull is keen to learn about the strategic intent that the Air Force is looking to implement and how that can be transferred to “the shop floor”.

“It’s all about how do we get from talk to action,” he said.

“The forum is a good chance for networking and seeing everyone else’s successes or sticking points and seeing how we’re all common even through different trades and services.”

“Use this time to consider the future of our Air Force and how you can shape and influence it as a future leader. Be prepared to use your voice.”

- Air Vice-Marshall Andrew Clark
The American-made Smith and Wesson six-shot .38 inch calibre revolver was the standard issue RNZAF officer’s personal side arm for overseas service during World War II. These revolvers were supplied to the United Kingdom, Canada, Australia and New Zealand under the United States’ Lend-Lease scheme, for which New Zealand became eligible in November 1941. There were two models available, the Military and Police, introduced in 1915, and the Victory, produced from 1942 to 1944.
Personal weapons and side arms have been a mainstay of armies the world over, and their use has translated to the Royal New Zealand Air Force as official sidearms. Over the past 80 years the pistols our airmen use have evolved dramatically, from the material they are made from to their firing capacity.

**GLOCK 17 GEN 4 PISTOL**

*Year: 2010*

The Austrian-made pistol was rolled out to the New Zealand Defence Force in 2016 as a Personal Protection Weapon, replacing the Sig P226 (introduced in 1992). The weapon, weighing 925g when loaded, carries 17 rounds. Today, pistols are carried as a secondary, primarily defensive weapon. Offensive use of a pistol is specific to confined spaces, where a rifle or shotgun hampers the agility of an individual.
All geared up
Flying Kit
The pilot’s flying uniform includes; NOMEX flying overalls, NOMEX flying jacket, NOMEX flying gloves, an HGU-55P GENTEX helmet, oxygen mask, harness and life preserver.

High flying gear
Piloting a T-6C Texan involves a fair amount of gear to be organised. Not only does the pilot need their own uniform, but also a number of items to help them navigate and fix them up in case of an emergency. Pilot Officer Brad Nichols shows off the kit he needs when getting into the cockpit.
In-flight Documents

These include a kneeboard, an EFB (electronic flight bag), check lists, tactical charts and charts that provide aeronautical information for navigation under instrument flight.

HGU-55P GENTEX helmet

Designed for head, eye and hearing protection, and an oxygen mask is attached to provide breathing air to the pilot.

Head gear

Under the pilot’s helmet is a skull cap, CEP helmet ear buds for hearing protection.

Helmet Bag

This bag contains everything the pilot needs for flight, particularly items for planning when circumstances change. This is stowed in the baggage compartment of the T-6C Texan.

Safety Kit

Pilots carry equipment to help in an emergency, which include a first aid kit, survival pack and sick bag.

Fire retardant undergarments

Shirt and long john undergarments to provide extra protection.
It’s not just the All Blacks who are playing in a rugby world cup.

Logistics Specialist Leading Aircraftman (LAC) Ethan Bartle is in Japan with the New Zealand Defence Force team to play in the International Defence Rugby Competition (IDRC), the military equivalent of the Rugby World Cup.

The NZDF team, known as the Defence Blacks, comprising servicemen from the Navy, Army and Air Force, plus one civilian, will play in the competition against military teams from Australia, United Kingdom, Fiji, Tonga, Papua New Guinea, Canada, Georgia, Japan and France.

LAC Bartle, 24, joined the Air Force in 2014 after finishing at Nelson College and taking a year off.

“Both my parents are ex-Army, and my grandfather is ex-Navy,” he said. “The military lifestyle appealed, because it was quite similar to boarding school, with everyone doing everything together.

“It was also a great chance to travel and see parts of the world you wouldn’t see otherwise, so it was an easy transition to make.”

He played for the college First XV as a prop and said a high point was beating fierce rival Marlborough Boys’ College in his first televised game.

While at Base Woodbourne he joined the Renwick Rugby Club, then played for the Air Force against Navy and Army.

“I was selected for the Defence Blacks in 2018, then was picked again this year. I was absolutely rapt to get the phone call.”

He is revelling in the opportunity to represent the country in sport, as well as in service.

“It’s the highest level of rugby I have ever been involved with.”

He said the Air Force was an awesome career choice, taking him around the world for work.

“You just get such great opportunities. I absolutely recommend it.”

This will be the third IDRC competition, with the British Army winning the first in 2011 and the Fijian Army winning the second in 2015.
Air Force takes on Aumangea

“We learnt what is fundamentally important to us and gained clarity on how to be better in every aspect of our lives.”

Aumangea, by definition be strong, brave, persistent, determined, forceful, plucky, resilient, resolute, steadfast and tenacious. By misconception, it is an Army programme. Six newly tabbed Air Force personnel from 19/03 Aumangea programme will advocate that it is a life changing, mind-set altering realisation.

Our upbringings and past experiences form preconceived ideas and bias of our own capabilities and this ultimately influences their actions. For us, we learnt how much we consciously and subconsciously believed we were not capable of achieving things outside our comfort zones and this was not limited by our physique but by our mind.

To truly identify these weaknesses and improve yourself as an airman, partner, sibling, parent or child you need to be stripped down and challenged. Once you take away persona, ego, reputation, rank, status and material possessions, you truly start to see each other as equals. Too often we judge each other based on these items when the traits that really matter in an individual is their ability to remain tenacious, resourceful, unrelenting and to win no matter the situation.

Six personnel is the highest number of Air Force to ever pass a single programme and we all learnt from Aumangea how little you truly need to survive on.

To share in this personal growth and development it only takes five weeks of complete investment.

On Aumangea, you can expect to make lifelong friends, appreciation and gratitude for simple things we use to take for granted like food and a bed. But more importantly you can expect to achieve more out of your life, whatever your intentions and desires, you will be more capable, more motivated and more efficient at working towards these goals. If we stop asking ‘what are we capable of?’ and change it to ‘what are you willing to do to survive?’ Like us, you will learn you can push harder, give more, walk further and fight longer than you ever have before.

There is no priority given to certain services or rank, whether you have been serving a year or ten, if you want to improve your life then there are 14 more tabbed personnel across the NZDF and Canadian Defence Force as of August that will gladly encourage you to take up the challenge and join the brotherhood.

Do not be put off by stories of long heavy walks or reduced food, this programme is designed to challenge you mentally and it all begins with you putting doubts aside and putting your name forward. After all, what do you want your word and name to mean to those around you and those you leave behind?
Posting Assistance within NZ

Good News!

New and enhanced posting assistance will be available to members of the Regular Forces (RF) who are permanently posted from October 1, 2019.

There have been a number of improvements to support members who are relocated from one posting region to another. If eligible, members can access either:

- Posting and Resettlement Assistance within NZ;
- Unaccompanied posting provisions.

Posting Assistance is available to members who are permanently posted to another posting region on: enlistment, appointment, re-enlistment, transfer from TF to RF and permanent posting.

Members can also access posting assistance for a permanent posting within the Manawatu-Whanganui region. (e.g. Linton – Waiouru and Waiouru - Linton).

A permanent posting is where the intended duration at the time of posting is no less than 18 months duration.

Posting and Resettlement Assistance in NZ

Package of support includes:

**Familiarisation Visit** – Members who intend to live-out can now visit their new posting region before moving. Meals, travel and accommodation will be provided for the member only.

**Relocation Assistance** – The provision of travel, meals and accommodation will be provided to the member, their partner and dependants during relocation.

**Household Removal** – The transportation and storage of household effects and personal belongings will be supported.

**NZ Transfer Grant** – To support members who live-out at their new posting region with expenses associated with relocation.

**Temporary Accommodation** – Temporary accommodation is available if the member is unable to move into their new home at their new posting region.

**Real-Estate Assistance** – Assistance is available for home owners including reimbursements for: agent commission fees, advertising costs and auction fees. Increased reimbursement rates for mortgage repayment penalty charges and legal fees have been included.

Unaccompanied Postings

Members who are permanently posted to another region who maintain their primary residence at an alternative region may apply to be posted unaccompanied. Unaccompanied posting provisions include:

**Barrack Accommodation** – Waiver of barrack charges (Non-cash benefit tax applies).

**Initial Travel Assistance** – Duty travel, meals and accommodation are provided.

**Unaccompanied Posting Allowance** – Contributes towards the additional travel costs from the member’s current posting region to their new posting region.

Members currently receiving unaccompanied posting assistance will be transitioned onto the new policy or will be provided grand-parented provisions.

For More:

Defence Shared Services Group – HR Toolkit – NZDF ILP ‘How we Work’ – ‘Posting Assistance’
Heading the staff at the 90-bed facility, opened recently and ready for its first Limited Service Volunteer (LSV) intake, is Major (MAJ) Ian Barrett. The former nurse served in East Timor and Iraq and brings those skills, and his skills as a parent, to a role where his aim is “to do right by and for the trainees”.

The trainees who will go through the facility – four courses of 90 each year – are 18 to 24-year-olds who are not in work, training or study.

The course gives these young people a structure that develops their confidence, pride, and an ability to work in teams.

LSV is a Ministry of Social Development programme, part of which is a six-week course run by the New Zealand Defence Force at three sites nationwide – Trentham, Base Auckland and Burnham Military Camp.

The programme is doubling to take up to 1600 trainees by the end of next year, enabled by two new facilities, the Trentham one and a 160-bed building at Whenuapai, which offers five courses a year. Burnham will continue to cater for five intakes of 120 trainees each year.

Minister of Defence Ron Mark, who opened both new facilities, is very clear on what is most important.

“The facilities are just the hardware that we see. What is really important with our LSV training is the development of our people, of our future leaders,” he said.

MAJ Barrett attributed his interest in YDU and his subsequent change in career direction to his partner, Dale, who has worked within restorative justice.

“Her work stories of how she was facilitating challenging situations for families and the positive outcomes of her work sparked my interest in helping others. When I learned a position was available at YDU Central I jumped at the chance,” he said.

“I see this as a fantastic opportunity to be part of a very professional team who can help develop young New Zealanders and hopefully assist them having opportunities, both within the LSV course and after, that they may have otherwise not had.”

MAJ Barrett said success for him would be empowering trainees to be more confident in themselves, to take opportunities they may have otherwise not taken and to connect them with services in their home towns that they were not previously in touch with.
The Logistics and Supply trade is responsible for provisioning our Air Force through Procurement and Supply Chain functions; and for enabling our Air Force to provision those in need through Expeditionary Logistics. This proverb translates to mean that ‘When your basket is full, and my basket is full, the whole community will flourish’. It is poignant for our people as it lays the foundation of who we are through our trade motto: ‘Mā te rourou e rato ai (By supply we serve)’. The Logistics Trade: Owning their future

We were fortunate to have a small group of Royal Australian Air Force Logistics personnel attend the conference. They presented on the challenges they face in supporting a 5th Generation Air Force through ‘5th Generation Supply’. A key point that resounded with many in attendance was that, in order to face these challenges, they aimed to develop ‘air-minded joint logisticians’.

Their transition to 5th Generation Supply will be supported by a new regulatory framework. This framework is synonymous with our introduction of Defence Aviation Rules (DARs). We were told about how DARs represents a paradigm shift in the way we manage compliance of logistics and supply chain operations; along with the competency of logistics personnel. Therefore it provides us with a platform through which we can ‘own our future’. With this framework comes an opportunity to improve our interoperability with other militaries and align with civilian industry from an airworthiness perspective.

Our Logistics Trade Director, Wing Commander Susie Barns, summarised the day well through the use of this proverb:

‘If you know who you are, and where you are from, then you will know where you are going.’
The timing of such a project coincides with the largest upgrade of our aircraft fleet since the 1960s.
Local heroes put on brave display

By Squadron Leader Beaufa Brown

The NZ Warriors honoured Local Heroes last month by opening their gates to local services, including the NZDF. Despite the early wind and rain, units from Base Auckland put on displays for the community to showcase what the Air Force do on a day-to-day basis.

Not only did we show our abilities in the display area but the Air Force Rugby League team played the NZ Police in a match that set the scene for the NZ warriors versus Canberra Raiders.

The Air Force match against the Police started off on a bad note as the team went into the shed at half time down 18–6. Police took advantage of their size, dominated the middle tramline and following repeat sets were able to cross the try line close to the posts on three occasions.

Police started the second half with a positive attitude due to their dominant first half and quickly went up 24–6; however, the Air Force changed their game plan and the tide started to turn. As the Police started to tire, the Air Force started to pull them in following some sublime end to end play; bringing the score to 24–18 with minutes remaining.

As the clock wound down, the Air Force put it all on the line and came within metres of scoring out wide on the final play of the match. Final score was 24–18 to the NZ Police, with Arthur Southorn, Cole Waaka, and Martin Howatson crossing the line for the RNZAF and Cam Nicholas converting all three tries.

A big thanks to Schools to Skies, AK Fire Flight, SECFOR, and CIS for braving the weather to engage with the local community. A special mention also goes out to the Royal New Zealand Navy Second Line Band who provided the half time entertainment for the main match.

The Air Force Rugby League Team is proudly sponsored by Auckland RSA, Craig Walker Building Removals, and Vodafone.

With the curtain raiser out of the way, the SH-2G(I) Super Seasprite then took centre stage as it hovered over the Mt Smart Stadium grounds to greet the faithful supporters and set the scene for the NZ Warriors.
GET CYBER SECURITY SMART!

How cyber secure are you and your family? Understanding and managing cyber risk is essential for our Air Force, personnel, force families and the wider community to help keep information and technology safe.

The NZDF is an official partner of the CertNZ Cyber Smart campaign happening October 14–18, with the aim to help every New Zealander improve their cyber security at work and home.

Here is an initial list of tips to help you be more cyber safe. We will be providing lots more soon.

- Back up your data – in case you lose it or it gets ‘ransomwared’.
- Keep your antivirus software up to date.
- Choose good passwords and don’t repeat them - using a password manager application will help.
- Don’t get phished – don’t click on links unless you’re sure where they lead.
- Set up 2-Factor authentication – like a password and a thumbprint.

More information and tips are on the CertNZ website www.cert.govt.nz.

INNOVATOR? INVENTOR? ENTREPRENEUR?

Are you the next Bill Pickering? Elon Musk? James Dyson? or Caratacas Potts? Do you have a head full of innovative ideas and yet don’t know how to bring them to fruition? If your answer is Yes, then does the RNZAF have a challenge for you.

From mid-November 2019 to mid March 2020, the RNZAF will be sponsoring a ‘Dragon’s Den’ Challenge. There will be multiple categories to stimulate the growth of an innovation culture within the RNZAF. More comprehensive details to follow in the November edition of the Air Force News.

Air Power Development Centre Quiz

1. In general terms, describe Link-16.
2. Of balloons, Francesco Lana de Terzi stated “… no city can be secure against attack, since our ship may at any time be placed directly over it, … and burn their ships by artificial fire-works and fire-balls, and also to great buildings, castles, cities … from a height out of gun-shot …”. When: 1670, 1770, or 1870?
3. Over what mountain range was the famous ‘Hump Route’ flown during WW2?
4. How many aircraft were lost flying the ‘Hump Route’: 363, 463, or 563?
5. To re-invigorate the RNZAF in 1962, AVM Morrison declared three basic roles for the RNZAF. What were they?
6. RNZAF flying units too small to be a squadron are usually given a ‘100-number’ as a Flight. What historical link is used to complete the number?
7. During 1972 the RNZAF contributed to the international aid campaign for Bangladesh. What was unique about RNZAF involvement?
8. What is the main purpose of an anti-radiation missile?
9. The RNZAF received 10 ex-RAAF Skyhawks during 1984. True or False?
10. Describe the purpose of flying a CAP.

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

ANSWERS

1. 1670
2. 1770
3. The Himalayas
4. 563
5. Strike, maritime reconnaissance, and air transport. All were to have equal priority.
6. Relevant squadron. E.G. 104 Flight recognised 4 SQN, and 141 Flight recognised 41 SQN.
7. 40 SQN C-130s were the only military aircraft involved. It was a Red Cross aid programme. The RNZAF effort was rewarded with the Red Cross Medallion for meritorious service.
8. To home-in on enemy radar sources, such as surface-to-air missile radars.
9. False, they were operated by the Royal Australian Navy.
10. A Combat Air Patrol is flown to protect a critical area from hostile aircraft.
This turned out to be a long and rough day bouncing about in the swells during a Search and Rescue exercise in the Hauraki Gulf, the wind was blowing in from the North East at 35 knots, so from a search and rescue point of view, if anyone was going to be in trouble, these sort of conditions made the exercise very realistic!
Be part of the New Zealand Defence Force

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.

defencecareers.mil.nz
0800 1 FORCE