A North Korean Operation  |  Pacific Training Ground  |  Antarctica Flights Return

Air Force News

A Focus on Training
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New Zealand Government
Before you read this First Word, take a moment to skim the headlines ahead. What do you see? The breadth of skills, tasks and commitment of Air Force people stands out to me. Airmen in operations across the world, from Asia to Antarctica.

Training that stretches people out of their comfort zone. Adapting our skills and tactics to create better interoperability; warfighting readiness skills, and multi-agency tasks, as a force for New Zealand.

Pivoting focus to Search and Rescue (SAR) tasks. SAR adapts air warfighting skills – find and fix targets, avoid enemy threats (in this case, weather and terrain), rapid re-planning, on time on target ordnance – to a unique task, under high stakes pressure.

We’ll keep balancing all this with introducing generational change in capability and growing a more diverse, innovative, and inclusive culture. Phew. Good thing we’re an ‘agile and adaptive Air Force’.

It’s Rugby World Cup season. Now there’s an adaptive team. I’m writing this at 32,000ft, mid-Pacific, isolated from the Quarter Final (what’s that about poor planning?). Watching ‘Chasing Great’, the AB’s journey from 2007 heartbreak to 2011 nailbiting win and 2015 success. Good skills, fitness and game planning were not enough. Success came down to the top two inches. Resilience, embracing pressure as a challenge, keeping focus on the field, adapting to adversity (and referees). An adaptive challenge doesn’t have a ‘technical’ solution, it has many human ones. A journey of exploration and discovery.

The opportunity to be Deputy Chief of Air Force this year has meant digging into my personal need to adapt. The most common question I’m asked is ‘are you having fun?’ I can genuinely say ‘yes! More than I expected to’. My sense is that surprises people. Perhaps due to perceptions that Wellington is a mystery and the role is big and difficult. No, NZDF governance meetings are not usually LOL...nor is balancing resource priorities; but supporting good ideas is fun and influencing Air Force’s future is my purpose.

Air Staff is part of the Air Force family and life is not all serious. Quiz time with Chief of Air Force (CAF) has bonus points for early answers, singing or acting (record score 27.5 out of 10). Time on bases, seeing the great work you do, is good fun. Chairing the Airman of the Year selection panel highlights for me the amazing skills, commitment, and adaptability of our airmen.

CAF said in July that retaining our people = fun + purpose. The Air Force as an organisation is alive and constantly evolving, just like each of us. A ‘growth mindset’ is not about physical growth (yes, we need that too). It’s also about embracing learning, trying new approaches and finding new ways to succeed. Anticipating turbulence and planning to mitigate it – then accepting and riding the winds that will arrive, not with fear but with a spirit of determination, challenge and excitement.

We joke about ‘building the plane while flying it’, but that is our Air Force’s change reality. That’s agile and adaptive. This is the Air Force journey to 2025. This is what’s fun.

FOOTNOTE: Back in NZ for the RWC semi-final, I’m reminded that even the best tactics need to keep adapting. Kia Kaha.
Orion Supporting Sanctions Monitoring Against North Korea

A P-3K2 Orion and crew have deployed to support international efforts to monitor sanctions against North Korea.

The Government recently announced its decision to provide airborne surveillance to support the implementation of United Nations Security Council (UNSC) resolutions imposing sanctions against North Korea.

Commander Joint Forces New Zealand Rear Admiral Jim Gilmour said the Defence Force was ready to respond to international efforts to maintain peace and security in the region.

A P-3 Orion and personnel had also been deployed last year to support UNSC resolutions imposing sanctions against North Korea.

Air Component Commander Air Commodore (AIRCDRE) Tim Walshe said the P-3 was well suited to maritime surveillance and patrol activities and routinely carried out surveillance and reconnaissance, including for fisheries patrols, and search and rescue operations.

During the deployment the crew will look to detect evasions of sanctions, such as illicit ship-to-ship transfers of sanctioned goods, AIRCDRE Walshe said.

Patrols by the P-3, which will be based in Japan for the deployment, would be over international waters in North Asia, he said.

Minister of Foreign Affairs Winston Peters said New Zealand strongly supported international efforts to maintain peace and security on the Korean Peninsula.

“Continuing to work towards the complete, verifiable and irreversible denuclearisation of North Korea requires the full implementation of UNSC sanctions resolutions, alongside further dialogue,” said Mr Peters.

The sanctions, imposed by the UNSC between 2006 and 2017, are intended to persuade North Korea to denuclearise and abandon its ballistic missiles and other weapons programmes.

The P-3 will be based out of Kadena Air Base, and will undertake maritime surveillance above international waters in North Asia from mid-October through to November.

Minister of Defence Ron Mark said the deployment was New Zealand’s second contribution to coordinated efforts alongside our partners to detect and deter North Korea’s evasion of UNSC sanctions through illicit ship-to-ship transfers of sanctioned goods.

“It is important that we continue to work with our partners to support the effective implementation of UNSC sanctions resolutions.”

Sanctions resolutions against North Korea were unanimously adopted and supported by permanent UNSC members.
Summer Season at Antarctica Begins

The Defence Force has begun its annual support to Antarctica, with more than 200 personnel from all three Services being deployed over the summer season.

The Defence Force has been involved in Antarctica since 1955, supporting New Zealand’s contribution to international efforts to improve scientific knowledge and safeguard the pristine environment. Commander Joint Forces New Zealand Rear Admiral Jim Gilmour said New Zealand had important interests in Antarctica and the Southern Ocean.

Senior National Officer for Operation Antarctica Major Andrew Thornton said 212 Navy, Army and Air Force personnel would be deployed to Antarctica over the summer season.

Crew from No. 40 Squadron plan to fly a dozen flights in C-130 Hercules and Boeing B757s to the ice between October 2019 and March 2020, carrying cargo and passengers.

Twenty-five air transportation specialists will work at Harewood Terminal in Christchurch, supporting all aircraft flying to Antarctica, including flights as part of the United States Antarctica Programme (USAP).

An Air Force Survival Training School will also be held on the ice to teach RNZAF aircrew how to stay safe on the ice in an emergency.

Defence Force personnel including a chef, plant operators, cargo handlers and communications operators will be part of a support team at New Zealand’s Scott Base.

Drivers, stevedores and riggers will be part of a ship on/off load team of about 50 personnel handling tonnes of food and equipment.

A group of about 65, including logistics personnel, and fuel and movement operators, will be based at the United States’ McMurdo Station, supporting USAP supply operations.

An Army light engineering team will carry out construction and deconstruction tasks over the summer season.

Major Thornton said NZDF personnel looked forward to deploying to Antarctica for the summer season.

“They’re pleased to be contributing to important work in this remote region, whether that’s operators talking by radio to science teams in the field, cargo personnel loading and unloading supplies and equipment, or our all-important chef, who helps keep everyone well fed and happy.”

“By providing skilled people and advanced military equipment, we’re able to contribute to New Zealand’s efforts in Antarctica, and support scientific and environmental programmes that are essential to the protection of this unique part of the world.”

- Commander Joint Forces New Zealand Rear Admiral Jim Gilmour
Exercise Pacific Wing was a joint certification activity involving Air, Land and Special Operations Components. Air component elements included Parachute Training and Support Unit, No. 40 Squadron and Air Movements.

The Air component role in the activity was based around a Parachute Load Follow (PLF), an insertion technique used by Special Operations Forces, and enabled by the Parachute Training and Support Unit, to gain access to an area of operations.

The main event took place in Tonga, but a couple of weeks earlier we rehearsed off the shore of Gulf Harbour. A two ship formation of C-130 Hercules dropped parachutists and small boats into the harbour, where Rigid Hulled Inflatable Boats were awaiting to conduct recovery of both the boats and parachutists.

During the rehearsal, as Drop Zone Safety Officer (DZSO), I ensured the area was clear for the drop to occur without adding any risk from other maritime users.

The scenario at Tonga was stood up by Joint Forces New Zealand, and Air, Land and Special Operations components responding as a Networked Joint Team.

During the certification activity my role again was DZSO, which required me to be pre-positioned in the area of operations to ensure the landing area was safe and suitable for the drop.

The other role I conducted while in Tonga was helping with logistics and contingencies for the PLF to occur in theatre. The training went ahead with great success for both Air and NZ Army Special Operations Forces. The parachutists executed their jump and carried onto their area of operation.

It was a great learning experience to work directly with Special Operations Forces in this environment and certainly provided some learning opportunities as to how they operate to get things done!

It was helpful to work with not just the NZ Army units on hand, but also His Majesty’s Armed Forces in Tonga who enabled the exercise to occur.

Our Tongan partners offered to host this activity, as it allowed the simulation of locations further afield but with the support of a close and professional partner.

With the success that came out of the activity I look forward to how we can be involved with the next evolution and continue building our ever growing relationship between the units involved.
High Seas Fisheries Patrol Completed

A P-3K2 Orion was recently involved in a multi-national, interagency, high seas fisheries patrol in support of the sustainable management of Pacific tuna fisheries, which concluded with high levels of compliance found.

Although bad weather affected the patrol, nine fishing vessels were inspected with three alleged offences detected during the patrol.

A positive trend apparent was the increased level of compliance within the licensed fleet compared with previous years. Rules are put in place on the high seas by the Western Central Pacific Fisheries Commission (WCPFC), which are designed to not only protect the tuna stocks from overfishing but to also minimise fishing impact on the surrounding marine ecosystem.

The New Zealand Defence Force provides operational support to the Ministry for Primary Industries (MPI) for fisheries patrols.

A P-3 supported a Royal New Zealand Navy offshore patrol vessel HMNZS Otago with forward air support, while it patrolled international waters adjacent to the Exclusive Economic Zones (EEZs) of New Zealand, Samoa, Tokelau, American Samoa, Cook Islands, Tonga and Fiji. The patrol was also carried out in conjunction with Australia, France and the United States.

Maritime Component Commander, Commodore Tony Millar, Acting Commander Joint Forces New Zealand, said the NZDF regularly worked with MPI by deploying aircraft and ships to assist New Zealand’s Pacific neighbours with fisheries monitoring and surveillance activities.

The Commanding Officer of HMNZS Otago, Lieutenant Commander Ben Martin, said the ship supported MPI with boarding teams, and maritime aviation via the Seasprite helicopter that was embarked on the ship.

The patrols are carried out to ensure compliance with the Western Central Pacific Fisheries Commission Treaty which was established in 2000 for the conservation and sustainable management of highly migratory species including tuna, billfish and marlin.

During the inspections, catch records are checked, holds are inspected and the boarding party makes sure the vessel’s fishing equipment meets regulations.

MPI spokesperson Steve Ham, Fisheries Compliance Manager, said that overall the levels of compliance were high but the non-compliance identified showed the importance of boarding inspections at sea.

All matters of non-compliance had been referred back to the responsible flag state for investigation, he said. In previous years non-compliance like this had resulted in sanctions such as fines, skippers removed from the fishery and companies having fishing permits revoked.

It was also during the patrol in the Pacific that the crew of a P-3 Orion located a Chinese fishing vessel damaged by fire and arranged for the ship’s sister ship to rendezvous with the stricken vessel. The next day the P-3 located a member of the ship’s crew who had gone overboard, dropping a life raft to the man who had been in the water for about 50 hours by that stage. All 18 crew members were rescued.

“These patrols are important as they support our Pacific neighbours in the sustainable management of the Pacific tuna fisheries.”

- Commodore Tony Millar
Tactical flying a C-130 Hercules through Australian canyons followed by and performing a challenging aerial delivery manoeuvres and gravel airfield landings were just a couple of the tasks No. 40 Squadron had the opportunity to take on in a recent exercise across the ditch.

Loadmaster Flight Sergeant (F/S) Dave Cresswell said they completed a number of air drop types, including some heavy equipment drops weighing about 2,700kg each. During one flight, the team conducted a sequential drop where heavy pallets were extracted one after the other in one pass – a drop that hadn’t been completed for about 20 years.

“It went really well. It was a pretty cool because you need a big drop zone and the number of factors that need to be considered increases because of the amount of pallets on board.”

Training to drop those heavy loads was crucial for emergency situations where equipment including bulldozers, trucks and diggers might need to be dropped from the back of C-130s.

“Predominately we would drop items like that in Humanitarian Aid and Disaster Relief scenarios. Many years ago we dropped a bulldozer to Pitcairn Island,” F/S Cresswell said.

Also during the exercise, the team did tactical mountain flying.

“There are big box canyons near the Blue Mountains, just outside of Sydney. So we were flying through the canyons practicing flying in those kind of areas. Then we did some dirt strip work, so we were landing on gravel airfields in the middle of nowhere.

“The dirt strips were quite short as well, so you’re really pushing the crew to the limit,” F/S Cresswell said.
C-130 pilot Flight Lieutenant (FLTLT) Tim Jones said the canyon flying was a “major drawcard” of having the exercise in Australia.

“The terrain offered out there is much more like the terrain we would face in theatre. Flying in a canyon restricts the movement area that can be used and we need to be more precise in how we choose to fly.”

Landing on the compacted land required a lot of pre-flight planning and discussion to make sure they had the required performance to land in these short unprepared strips, FLTLT Jones said.

“The location of the landing strips allowed us to complete multiple approaches to gain proficiency in landing in these types of situations, which have similarities to some of the airfields we land at in theatre.”

The training also incorporated reversing along the dirt and practicing short airfield techniques, he said.

“So we’d land and then go straight into reverse, stopping the aircraft in a very short distance, then we would reverse back up to the threshold and conduct quick offloads. In a wartime situation that’s something we might have to do – getting troops out in a short period of time. In Australia there is a lot of dust, which is similar to the deserts in the Middle East,” he said.

“That’s where the exercise was so valuable – there were those external factors like dust and terrain that are really different to flying back home in New Zealand.”

“Canyon flying is more challenging than flying in a valley – it becomes a more pure flying exercise.”

- Flight Lieutenant Tim Jones

ABOVE: FLTLT Richard Raven assists personnel from 176 Air Despatch Squadron to recover loads from Londonderry drop zone
The focus for the exercise was scenario-based training with Combat Air, Joint, Coalition, and Total Force partners conducting tasks in a Contested Degraded Operational environment, including GPS deniability, mass casualty aeromedical evacuation and real world agile basing scenarios. The primary focus for the Defence Force team was the validation of Air Force Interoperability Council (AFIC) publications, conducting integrated aeromedical evacuation missions with other nations on foreign aircraft and aerial delivery.

During the exercise Squadron Leader Brett Goodall worked with members of the Five Eyes (FVEY) community and AFIC to ensure our Aerial Delivery people, equipment and procedures worked on different nations’ aircraft.

“It was to see how the Air Standards we have developed had worked and whether there were any rub points and if so, how we could address them,” he said.

“In a real world operation, what we’re hoping to achieve, is that it won’t matter who rigs an airdrop load or provides equipment, parachutes or packing, you can take it to any of the other nations’ FVEYs aircraft and they should be able to accept it and drop it.”

“It doesn’t matter whose aeroplane gets tasked to carry an AE team, that team should be able to turn up with their people, equipment and procedures and be able to go onto whatever platform is being provided.”

Medic, Corporal (CPL) Jess Earnshaw said her team was made up of a doctor, two flight nurses and two medics.

“We flew seven missions – five with the Americans on their C-17, one on an Australian C-17 and one on an American C-130J Hercules, which is the new aircraft we are getting,” she said.
“We were just by ourselves as a medical team, which was awesome. As well as the aircrew, an observer was also on board who gave us in-flight medical and aircraft emergencies throughout the flight. This pertained only to the C-130J flight, as all other flights we had Aeromedical Evacuation teams from other FVEY nations.

“The team transported on average 35–40 patients per flight and were given information about them during the flights,” CPL Earnshaw said.

“The aeromedical part was based around a mass casualty event, which, in a real life scenario, would be like if we went to war or any kind of Humanitarian Aid and Disaster Relief (HADR) situation.”

Medic Corporal Leigh Douglas said they also had a couple of simulations that involved the transfer of psychiatric patients.

“I hadn’t considered the real risk around some of the patients we were transporting, whether they were from a war-torn area or a HADR situation, that there is a real risk that they may want to bring the plane we are flying in, down.

“We could be taking them away from their home and family, or from a war-torn country where they have suffered mental health trauma. So that was really eye-opening to me that we transport these patients who we think we are helping, but they might not see it that way,” she said.

“We are trying to help, but through their eyes we may be causing them further distress. The Americans are really strong in that area and they were able to show us some of the tools that they use, such as anti-hijacking procedures.”

Warrant Officer Class Two Nigel Lister, Company Sergeant Major from 5 Movements Company said his team provided a New Zealand air-drop rigging detachment to contribute to the overall output for the exercise.

“We rigged about 350 container delivery system loads, which were one tonne bundles, and 47 heavy equipment platforms on aircraft from Australia, the United States, France, Italy and the UAE.”

The training scenario was “totally conceivable” for HADR air drop situations in the Southwest Pacific, he said.

“We might get other FVEY countries come and provide aircraft for a HADR and that was the point of the exercise, so we could operate with them when we needed to.”

“It doesn’t matter whose aeroplane gets tasked to carry an AE team, that team should be able to turn up with their people, equipment and procedures and be able to go onto whatever platform is being provided.”

- Squadron Leader Brett Goodall
Base Ohakea’s Flying Training Wing moves at a cracking pace to provide key enabling deliverables to the wider Air Force. Made up of No. 14 Squadron, No. 42 Squadron and the Central Flying School, it is primarily focused on training students and their instructors, instructor standardisation, display flying support and light utility transport throughout New Zealand. It’s a busy place.
Pilots plot course for the Southern skies

Nine pilot trainees and 10 instructors from No. 14 Squadron and more than 25 supporting personnel were involved in this year’s Exercise Wise Owl, a pilot-training exercise focussing on formation flying in the T-6C Texan II aircraft.

Squadron Leader (SQNLDR) Gareth Russell, the Commanding Officer of No. 14 Squadron, said the exercise provided valuable experience in operating out of an unfamiliar environment and in new airspace.

“We take the trainees away from their comfort zone at Base Ohakea to somewhere where they have to adapt to a whole new set of procedures,” he said.

The weather in Otago provided a number of challenges, with rain, wind and ice, which SQNLDR Russell said was beneficial for the pilot trainees.

“They wouldn’t necessarily have to consider these aspects in their day-to-day flights at Ohakea, which has broadened their experience of how to operate safely in a different environment.”

Operating out of a civilian airport also had its challenges, SQNLDR Russell said. “Before we even arrive, we need to ensure we can integrate into air traffic here and de-conflict with local airlines and training organisations,” he said.

Course Commander Flight Lieutenant (FLTLT) Nathan Round said that new airspace requires thorough planning from the pilot trainees and their instructors before each flight, to ensure conditions and other air traffic at the airport are accounted for.
FLTLT Round said 14 formation flights were scheduled across the exercise, involving an instructor and trainee flying in each aircraft. On the 10th formation flight the trainees fly solo, an important milestone in their training. “It’s a real highlight for them,” FLTLT Round said. “It helps develop confidence in their training.”

Pilot Officer (PLTOFF) Brendan Sambrook, a pilot under training, said his solo formation flight was his most enjoyable so far. “It’s awesome to be able to apply the skills we’ve learnt, operating alone in the aircraft.

The pilot trainees and instructors flew over Dunedin, Balclutha, Alexandra, Timaru, Oamaru, Te Anau, Manapouri, the Catlins, and Invercargill. For PLTOFF Angus Knox, the exercise provided the opportunity to fly over the area he grew up in. “It’s great to come home to Dunedin with the Air Force, and also to have my role expanded to local tour guide”, he said. The trainees aim to graduate from their Wings course by the end of the year, and will go on to continue training for either fixed wing or rotary aircraft in either the A109 helicopters or the King Air 350 aircraft.

“The personnel at Dunedin airport have all been really helpful, so everything has been pretty smooth in that regard,” he said. An Air Force air traffic control liaison was stationed in the tower to work with Dunedin Airport’s air traffic control staff, ensuring military flights could integrate with local flights.

Other supporting personnel included aircraft maintenance, a Safety and Surface team to look after kit such as harnesses, helmets and G-Suits, firefighters that integrated with the local fire team in Dunedin, and refuellers who brought fuel down from Christchurch.
No. 42 Squadron is a very busy unit with four King Air 350 aircraft conducting a myriad of flying activities said Flying Training Wing Commanding Officer Wing Commander (WGCDR) Brett Clayton.

“We’ve been operating the new King Air 350s for a little over a year now and the unit has become busier too with the return of Air Warfare Officer and Navy Observer training.”

The squadron’s primary roles are training fixed-wing multi-engine pilots, air warfare officers and Navy observers. Pilots who have graduated from No. 14 Squadron and remain in the fixed-wing stream learn about multi-engine aircraft and multi-crew operations.

“At No. 42 Squadron, you’re learning how to fly a multi-engine aeroplane within a crewed environment. This is a natural progression for a fixed-wing pilot and usually provides twice the fun with two engines. It’s a fantastic environment to lay the foundations in becoming an effective crew member.”

The new King Airs have meant the return of air warfare officer and Navy observer training, after qualifications for both were previously completed in Australia.

“The future of No. 42 Squadron is very bright – after a short capability introduction period and a lot of hard work the unit is positioned well to deliver the first batch of New Zealand-generated Air Warfare Officers by the end of the year and the first Aviation Warfare Course in 2020,” WGCDR Clayton said.

Squadron Leader (SQNLDR) Heather Peart is a line pilot at the squadron. Her flying is mainly as a co-pilot on tasks around the country.

“One of the great things about the squadron is the varied flying we get to do,” she said.

“The other day we did a flight to develop the Air Warfare Officer and Observer training course and we were flying over ships at 500ft to practice their identification procedures. This morning we had a great flight out to Gisborne and Mahia Peninsula.”

Pilot Officer Carter Bland is just starting his training as an Air Warfare Officer.

“I’m hoping to end up in No. 40 Squadron flying the C-130 Hercules. My dad was a navigator in No. 40 Squadron and I want to follow in his footsteps.”

He was most looking forward to learning about tactical low-level flying.

“I’m looking forward to sitting in the front-right seat and navigating through the low terrain.

“Already some of the study I’ve done is quite challenging. The things I have found the most difficult are learning about the weather and the King Air’s systems – just getting your head around them. But I’m loving every part of it and I’m so glad to be here.”

“No. 42 Squadron is mostly about training, but it has a great latent capability in terms of the ability to work anywhere in the country at relatively short notice and respond to any urgent requests.”

- Wing Commander Brett Clayton
Teaching the Teachers

The Central Flying School (CFS) is the Air Force’s smallest flying unit, but it has a big history.

The roots from the CFS come from the Royal Air Force and was one of the first schools established in 1918. We still have formal ties to RAF CFS and meet with them regularly,” Officer Commanding Central Flying School, Squadron Leader (SQNLDR) Hayden Sheard said.

The school's main role is to train new flying instructors and new aircrew instructors for instructional duties across the Air Force. Up to six pilots will be trained every seven months on T-6C Texans to be Qualified Flying Instructors from the Air Force and the Navy.

“We’re also responsible for monitoring the instructional standards of all airborne instructors across the Air Force as well,” SQNLDR Sheard said.

Importantly, CFS is responsible for delivery of the Air Force’s aerobatic team, the Black Falcons, every year to support the annual display season. The five aircraft team is made up from CFS and No. 14 Squadron flying instructors and is a unique PR capability for the Air Force.

With next year’s display season starting in January, the next vintage of the Black Falcons has just taken to the skies rehearsing their precision formation aerobatic manoeuvres where crowd favourites, such as the ‘Heart’ and ‘Mirror Corkscrew’, will feature in a brand new routine.

Alongside all these outputs, CFS is also responsible for maintaining the Air Force’s Historic Flight, made up of a Harvard and a Tiger Moth, SQNLDR Sheard said.

“So we do quite a bit of stuff with not a lot of people.”

SQNLDR Sheard was in the process of moving on from his role at CFS and his successor SQNLDR Jimmy Davidson noted every squadron had its own way of doing things.

“It’s up to CFS to ensure there is standardisation throughout a wide range of instructional requirements across each aircraft type.”

Flight Lieutenant (FLTLT) Stephen Tonks joined the Air Force from the Royal Air Force as a Hercules C-130J pilot and is learning to be a flying instructor at CFS.

“It’s been fairly full on, but it’s been a good course. While I know how to fly, it’s a whole new skill set learning to teach those things that you’ve engrained over the years. It’s all bringing it back to basics and then building it back up again.”

The first part of the course was converting onto the Texan and then learning instructor skills and techniques of airborne teaching.

“It’s good, it’s great fun. It’s a nice environment here in CFS. The aircraft is fun to fly and we have a good group of instructor trainees supported by a great bunch of CFS instructors,” he said.

“It’s a remarkable output that the Central Flying School delivers to the Air Force.”

–Wing Commander Brett Clayton
Finding our way

NAVIGATIONAL COMPUTER MK IIID
YEAR: 1940s

This was issued to Allied pilots and navigators from around 1940 and on into the post-war period. Designed to be attached to the leg by straps, it enabled air crew to accurately determine airspeed, altitude, air temperature and drift calculations. The inner lid contains a note pad on which calculations from the last time the computer was used can be seen.

From the collection of the Air Force Museum of New Zealand
Since voyagers began travelling the globe they have used instruments to help them find their way. Starting with the constellations, now complex navigational computers are relied on to show the right path. In the past 80 years the instruments used to find our way have evolved enormously - what will the next 80 years bring?

**DISPLAY KEYBOARD UNIT**

**YEAR: 2006**

The main purpose of the Display and Keyboard Units are to display system data and to process crew commands related to data display about avionics and mission systems. The units are located on either side of the interseat console. This particular unit is found in our NH90 helicopters.
Delivering Life Changing Equipment

“The wheelchairs mean so much to the people who will have the use of them and will improve their quality of life in no short measure.”
- Stuart Batty

A load of near new wheelchairs have been delivered by a C-130 Hercules to a charity organisation in Tonga, which will change the lives for the people who need them, Rotary New Zealand says.

The New Zealand charity had the eight wheelchairs recently gifted to them by a donor, Rotary New Zealand executive director Stuart Batty said.

“We knew about the Mango Tree Centre, which supports disabled people in Tonga, and they do amazing work over there and it was suggested we send the wheelchairs to them.

“Normally we ship donated goods to Pacific Islands, but there wasn’t one due to go for a few months, so we contacted the Air Force to see if they could help. And low and behold within about 24 hours the wheelchairs were picked up and flown across to Tonga,” Mr Batty said.

“It all went so smoothly, the Air Force arranged for Customs to do all the paperwork and we arranged with our Rotary Club in Nuku’alofa to work with the Mango Tree Centre to organise the arrival.”

Loadmaster Sergeant Toby Priestley was on the flight delivering the wheelchairs and he said making those types of deliveries were a special part of his job.

“It’s especially great helping South Pacific nations that face infrastructure challenges. It’s great to be part of the team delivering items that make such a big difference in people’s lives.”
The Canadian man and New Zealand woman were flown to Palmerston North airport, where they were transferred to hospital.

The alarm for the trampers was raised when the Rescue Coordination Centre received a signal from a personal locator beacon in the region of Mt Bruce.

NH90 pilot Squadron Leader (SQNLDR) Austin Smith said they were fortunate to reach the pair in time as the cloud base was low and winds were reaching 50km–60km per hour.

The conditions were not favourable for the smaller, local rescue helicopters to operate in.

When the helicopter reached the search area, the cloud was very low but the aircraft was able to hover taxi up to its base, SQNLDR Smith said.

“If the cloud had been any lower, we wouldn’t have been able to get to them. One of them appeared to be bordering on hypothermia and they were both really wet.”

The trampers were about 300m from the original locator beacon zone, because they had moved down the other side of the ridgeline to an area more sheltered from the wind and set up a tent for protection.

“We hover-taxied up to the saddle on the hill where their beacon had gone off and we couldn’t see them, but then as we poked our nose over the saddle, we could see the man waving his torch on the other side,” he said.

“They were on their planned route, but I suspect the weather conditions may have caught them out. They had the right equipment, had sought shelter out of the wind and set off a locator beacon, which is the most important thing.”

The helicopter loadmaster lowered a Search and Rescue medic to assess the pair initially, before the senior loadmaster was also lowered to extract them. They were then winched into the NH90 with the loadmaster using a technique for hypothermic survivors, which attaches them to the winch with two strops under their arms and legs, holding them parallel to avoid any danger of them falling out of the strop and preventing potential blood loss from the core.

No. 3 Squadron Commanding Officer Mike Cannon said the crew had utilised techniques practiced a few weeks earlier during mountain flying training in the South Island.

“The whole evolution took one and a half hours from airborne to landing back at Ohakea, which was a very good result.”

An NH90, flown by the same crew, was called out for another search in the Tararuas two days later after a light aircraft disappeared with two people on board. After being given a location by the RCC, the crew were able to find the aircraft within half an hour, but sadly the pair inside had been killed in the crash.
Pride 25: A Rainbow Legacy

The Air Force Museum of New Zealand has unveiled a new exhibition as part of the NZDF’s Pride 25 programme. A Rainbow Legacy: The story of Squadron Leader Peter Rule chronicles the life, service and legacy of a remarkable, yet largely unknown officer. Peter was a quiet, unassuming man, an accomplished pilot and a respected officer. But he served in a different time, in an Air Force whose culture and values are unrecognisable to those of today.

When it was suspected Peter was gay, he was forced out of the military, bringing an abrupt end to his career as a pilot and prospects as an officer. He struggled to reconcile this loss and, despite going on to forge a successful new career in arts administration, in 1987 he committed suicide.

On his death Peter bequeathed his estate to the LGBT+ community. Some years later the Rule Foundation was established in his name. The exhibition opening event was attended by Peter’s surviving family who have generously allowed us to use Peter’s name for a new addition to the annual Person of the Year Awards.

During the opening, Chief of Air Force Air Vice-Marshall Andrew Clark announced the launch of the Squadron Leader Peter Rule Memorial Award to recognise the member of the NZDF who has contributed the most to an inclusive culture within the NZDF.

The following is an abridged snippet from the exhibition, which gives a brief insight into Peter’s story.

A stand-out career

Born in Auckland in 1931, Peter Rule grew up and went to school in Gisborne before going on to Auckland University College. Peter did his compulsory military training with the Air Force and with that obligation completed, in 1954 he enlisted in the RNZAF as a cadet pilot. 1959 gave him the opportunity of another great adventure – he was selected as one of five pilots for the RNZAF Antarctic Flight which was formed to support the 1955–58 Commonwealth Trans-Antarctic Expedition operating out of Scott Base.
1966 brought a new direction for Peter. He was seconded for 11 months as a Military Liaison Officer with the United Nations Military Armistice Commission at Panmunjom, South Korea. He returned to Korea for a second tour in 1968. On his return to New Zealand, Peter was the Military Assistant and Aide-de-Camp to the Chief of Defence. In 1972, he was awarded the MBE in recognition of his services in Korea. That same year, he took up a new, two-year United Nations post as an Observer with the UN Truce Supervisor Organisation in Syria and Israel. Peter’s diplomatic skills had been recognised and there was some suggestion that he might be seconded to the Ministry of Foreign Affairs.

In fact, word had got to the senior hierarchy that Peter was gay, and it was made plain to him that there would be no chance of further promotion. In the coded language of the day, he was being told to quietly leave the Air Force.

Already undermined by being forced to leave the Air Force, Peter increasingly appeared to lose confidence in himself. He committed suicide in late 1987, aged 56. With hindsight, his family realised that with characteristic thoughtfulness Peter had spent his last months putting his affairs in order. Writing to his trustees, he speaks poignantly of the difficulties he had suffered as a gay man in an era of non-acceptance.

“The part of [my] estate which has not been specifically made over... is intended to assist in helping gay people. This may be towards those who have had difficulty in coming to terms with their lifestyle and the related feelings of isolation and loneliness, or may in other ways disadvantaged, or it may be equally useful to provide special opportunities for development.”

“By telling the story of Peter Rule, A Rainbow Legacy acknowledges all those who, like Peter, suffered discrimination in the past on the grounds of their sexual orientation, while also celebrating how far the NZDF has come on its journey to being recognised as the world’s most inclusive military.”
Dogs on Deployment

Bringing Military Working Dogs on deployment brings a myriad of advantages to a mission, but also a few unique challenges. A group of hard working canines and their handlers joined No. 3 Squadron during its recent mountain flying training in the South Island and stretched their legs in the new environment.

Deploying Military Working Dogs (MWD) is part of Security Forces’ capability, which means extra security is provided and fewer personnel are needed, MWD handler Leading Aircraftman (LAC) Leonie Coleman Avila said.

“It’s just another deterrent around the area and for protecting the assets in a different way.”

The team was deployed to Dip Flat at the base of the St Arnaud Range during the spring chill.

Bringing dogs to work in a different environment was beneficial because handlers needed to ensure they continued to perform the tasks asked of them and do the job in any area, she said.

“Being out here in the bush is great and having distractions is good for training – it allows us to work with all these distractions and have the dogs do the job that they are supposed to.

“It’s also great getting them used to different people and different terrains. Obviously being out here is a lot colder, so they are not used to that and working around a lot more distractions including the rabbits and birds – so for them it’s a whole new place, which is good, so they don’t get complacent,” LAC Coleman Avila said.

And it wasn’t just the people who were given a chance to take on some flying training, the dogs were also given the opportunity to practice being winched into an NH90 helicopter.

“The dogs aren’t used to that – they barely get an opportunity to get in an aircraft, let alone be winched out of one, so to get them exposed to it was good. It’s not a capability we do yet, but if we ever have to do it, we know how and the dogs are capable, so that’s good,” LAC Coleman said.

MWD handler Corporal (CPL) Tom “Ollie” Olsen said preparing to take dogs on deployment involved the same preparation as personnel.

“So there’s accommodation, so we’ve got the steel cages we keep inside tents, food and water.

“We also need to bring something to entertain them and that’s more or less the foundations for what you need to take a dog away on deployment,” he said.

Dip Flat is based in a valley at the feet of mountainous terrain. During winter and spring temperatures can dip below freezing, which offers challenges for the unit.

“I came out the other day to find the water frozen over in their bowls. We try to adapt to different environments, but when we come to such a cold place, the water buckets froze so we had to work around that.

“But the dogs liked it, one of the dogs was just chewing it – he liked the ice,” CPL Olsen said.

“It’s good to get away from the unit and explore different areas and it gives the dogs a new environment to train in.”

“It’s good to get away from the unit and explore different areas and it gives the dogs a new environment to train in.”

- Corporal Tom “Ollie” Olsen

TOP RIGHT:
LAC Leonie Coleman Avila and her Military Working Dog

BOTTOM RIGHT:
Corporal Ollie Olsen and his Military Working Dog
The Museum has been a hive of social activity recently, with two very significant events.

On 25 September, the Aircraft Hall was buzzing with about 130 people, gathered to wish Air Force veteran and New Zealand’s oldest man, Mr Ron Hermanns, a happy 108th birthday.

Of special note, we were glad to have the presence of the Minister of Defence (and veterans) Ron Mark, Chief of Air Force Air Vice-Marshall Andrew Clark, Christchurch Mayor Lianne Dalziel and Air New Zealand Aircraft Maintenance general manager Mr Viv de Beus.

We were especially honoured to be joined by several Air Force World War II veterans, including Mr Bob Mitchell, who at 106-years-old, is our second oldest veteran.

Mr Hermanns had a grand time and was very appreciative of all the fuss!

The team at Divine Cakes and Desserts created an incredible cake for the occasion and the caterers from Burnham Military Camp produced an amazing spread. The event was also well-covered by media, including a feature on TVNZ’s Seven Sharp programme.

The Museum’s association with Mr Hermanns began in 2010, when he donated his extensive collection of exquisitely-crafted ‘trench art’, made during his two tours of operation in the Pacific during World War II. Around the same time, he also made the news when then Deputy Chief of Air Force, Air Commodore Gavin Howse, presented him with his service medals, which he had never claimed until finally persuaded to do so by his neighbour.
By holding a function in his honour, it was a way to publicly recognise his services to the Air Force, and his country, while also celebrating this significant birthday milestone.

On 9 October, our staff, volunteers and members of the Trust Board were joined by friends and colleagues from across the Defence Force, museum and corporate sectors, for another very special reception.

We gathered first to mark the official naming of the ‘Thérèse Angelo Wing’, in honour of our long-standing former Director, who passed away in October last year. This vast gallery space, first opened in 2013, stands as a testament to Thérèse’s tenacity, drive, and strategic vision, a vision which saw this newly-built wing of the Museum be temporarily repurposed as both a Cultural Collections Recovery Centre and a Conference and Events Hall in support of the City of Christchurch and local heritage community following the Canterbury earthquakes.

Associate Minister for Arts, Culture and Heritage Grant Robertson unveiled a plaque to formally honour Thérèse’s legacy and ensure her incredible contribution to our Museum was remembered.

The second part of the evening saw the official opening of the exhibition, A Rainbow Legacy: The story of Squadron Leader Peter Rule, as part of the NZDF’s Pride 25 programme, commemorating 25 years since LGBT+ personnel have been welcome to serve openly in our three services.

This exhibition, which is covered on page 22 of this issue of Air Force News, has been a true labour of love for all involved, and we’d like to extend a special thank you to Wing Commander Stu Pearce and members of Peter’s family for entrusting us with telling his story. We’re looking forward to sharing this exhibition with visitors over the coming months.
Ex-RNZAF man finds new challenges in East Timor

When Adrian Collins was looking for something different to do following retirement from the Royal New Zealand Air Force, he remembered VSA (Volunteer Service Abroad) and is now six months into a year-long placement in East Timor.

He recommends the experience for ex-service personnel who are looking for new challenges.

“When you think about why most people join the military, they want to do something a bit different and challenge themselves,” he said.

“If you can afford to take a break for a year, this puts that spark back into you and then you have that great feeling that you’re helping somebody as well.”

Adrian is working as a Business Process Improvement Mentor with the Instituto de Apoio ao Desenvolvimento Empresarial (IADE) in Dili, East Timor’s capital city.

Although some of the job titles on the VSA website look intimidating, Adrian says the job description for most of the VSA roles only requires “good life skills”.

“Don’t be intimidated, talk to the VSA people. You’ll find that you’ve got the skills at the level required,” says Adrian.

Though Adrian didn’t deploy to East Timor, he did have a supporting role when he was a maintenance flight commander with No. 40 Squadron in September 1999.

“It was an interesting time of year because at this time of year all the senior air crew would go on their simulator training. We had 48 hours’ notice to launch a deployment and send the New Zealand INTERFET troops and equipment out,” Adrian says.

“It was one of the biggest airlift operations the Air Force had done at short notice, complicated by a Pacific-wide fuel shortage. The junior guys really stepped up to get the operation running.”

Adrian thinks ex-service personnel who served in East Timor would be surprised by how far the country has progressed.

“Local businesses have really taken off. The restaurant scene is thriving and pretty much world-class. It’s really safe, I’ve never felt threatened at all, the East Timorese love having us here,” says Adrian.

For More:
If you’re interested in the opportunities VSA provide, visit www.vsa.org.nz.
South East Asia role recognised

Squadron Leader (SQNLDR) Tim Scott’s passion for operational logistics has recently earned him a special commendation.

SQNLDR Scott spent three years as part of the New Zealand Defence Support Unit, South East Asia based in Singapore, delivering logistics support to NZDF force elements in the region for missions, training activities and VIP visits. A significant part of the role involved logistics strategy and execution with the Five Power Defence Arrangement (FPDA) between Australia, New Zealand, Malaysia, Singapore and the United Kingdom.

The commendation, which SQNLDR Scott says came as a “complete surprise”, recognises his unerring leadership, interpersonal skills, and genuine passion and interest in delivering logistics through port, jetty, security force, airport cargo services and supply of goods and services to South East Asia activities that enabled a positive contribution to FPDA activities over his three years in the role.

Born in Marton, within a short distance of Base Ohakea, SQNLDR Scott comes from a military family. His father was in the Air Force during World War II and his mother was in the Royal Air Force headquarters in Oxford during the war. SQNLDR Scott joined the Air Force in 1984 as a supplier at Woodbourne, and completed his trade and officer trainings at the former Air Force base in Wigram, Christchurch.

He started his career in aeronautical spares warehousing, and has worked in aeronautical logistics including procurement, forward support to operational squadrons, capital acquisition projects, logistics support for fleet upgrades and new helicopters as well as tactical level logistics support in Singapore.

His deployments include the Truce Monitoring Force in Bougainville, Antarctica as the OC Terminal Operations at the United States’ McMurdo Station, and the Solomon Islands where he was in charge of the NZ National Support Element.

An advocate for the logistics trade, SQNLDR Scott says it uses a range of skills including basic technical logistics, an understanding of new technologies, and requires attention to detail, the ability to think outside the box, and build relationships including commercial relationships.

“It’s an exciting and excellent trade with so many opportunities.”

SQNLDR Scott is currently based at the NZDF’s Headquarters Joint Forces NZ, which he describes as a positive and dynamic working environment where he works on operational logistical planning. The headquarters prepares, deploys, commands and supports NZDF operations in New Zealand and around the world.
Recruitment Ambassadors telling their own story

The best people to inform our future recruits about life in the Air Force are people who have marched in the same boots that they will. One way to do that is through the Recruitment Ambassador Programme, which is just what Corporal Rowena Campbell and Aircraftman Samantha Read chose to do.

Speaking with high school students around the country about life in the Air Force is rewarding experience, Corporal (CPL) Rowena Campbell and Aircraftman (AC) Samantha Read say.

The pair helped to dispel myths perpetuated by the movies and give a real life version about what it means to be an airman.

Recruiting Ambassadors can be called upon to be part of a school visit or help out at an information evening or Expo. They are given the opportunity to support a Defence Careers Experiences or make a phone call to a future recruit to help answer their questions.

CPL Campbell has visited some schools and attended a careers evening and said the experience has renewed her passion for her job.

“If I just go to work and go home at night, it just becomes a job. But when I go to the recruiting events it’s easy to feel the passion again for the job and I go back to work feeling positive.

“Students spent a lot of time asking me what I did, what hobbies I had and what I studied at school to join the Air Force. The thing we wanted to get across was that we weren’t just someone in a uniform, we were real people with a life outside of work.”

A lot of the students’ ideas had formed from what they had seen in the movies, CPL Campbell said.

“It’s nice to be able to put myself out there – especially as a female in a technology trade to show that it’s a career option for the males and females. I got a great reaction, especially from the older girls.

AC Read said when she visited Otaki College with a colleague to talk about what the Air Force had to offer, they received a “positive response”.

“There were quite a few kids who were looking at it as one of a number of options for them. There were others who really liked the idea of the forces and it was something they wanted to look at in the near future.”

Not long from graduating from the recruit course, AC Read was in an ideal position to inform the students what it was like.

“They asked if we were yelled at a lot and I was able to reassure them that we were pushed, but we were pushed in the right direction. I think they had watched too many television shows influencing those ideas.

“It was quite rewarding and made me feel proud to be in the uniform because I remember what it was like to be in their position,” AC Read said.

“If you like talking with other people about what’s great about the military, then it’s a really brilliant programme to be a part of.”

For the Recruitment Ambassador Programme to work well it needs to have a large and varied pool of people from all services, ethnicities, ranks, trades and genders. It’s not time consuming and ambassadors could be called upon as little as once or twice a year to step up and tell someone why being in the Defence Force is the best decision they will ever make.

CALL TO ACTION

All currently serving uniformed members of the NZDF are eligible to join the Recruiting Ambassador Programme (RAP). To join, visit the RAP site – http://prj/sites/rap/LP/OTC.aspx and complete the online training package. Once you have completed the training, you will be automatically added to the RAP database.
“It would be awesome if more people became recruitment ambassadors, because everyone’s got a different story to tell.”

– Corporal Rowena Campbell
Are you up for the challenge? The Air Force Innovation Challenge 2020

From mid-November 2019 to mid-March 2020, the RNZAF will be sponsoring the inaugural Air Force Innovation Challenge; a ‘Dragon's Den’ type event. The purpose of this Challenge is to promote innovation and identify the people and ideas in which the Air Force can invest.

Innovators are encouraged to be bold
Innovative ideas will be:
• new to the RNZAF;
• not based on ideas already designated as current or future defence capabilities;
• judged on merit and practicality; and
• pre-vetted to identify a short list of submissions for the next stage.

The successful submissions will then present their idea to a panel of judges in a ‘Dragon’s Den’ style setting. It’s over to presenters ‘how’ they make their pitch to the panel. Be creative! An information pack to leave with the panel is the minimum requirement.

Mentoring, including presentation training and advice and guidance on how to ‘market and sell’ your idea, will be provided to those who make it through to this stage.

So why do we need Innovation?
Our people’s creativity is one of the most important resources we have. The Air Force Innovation Challenge is an opportunity for RNZAF personnel to present a range of innovative ideas not currently operational or in development. This Challenge celebrates day-to-day Kiwi ingenuity, rewards innovative ideas, and kick starts opportunities for the benefit of the RNZAF and its people.

The Challenge
There will be five ‘Themes’ to help stimulate the thinking. These five ‘Themes’ are as follows:
• Operating;
• Technical (including Engineering, Maintenance, Logistics, and Supply);
• People & Culture (including Welfare, Wellbeing, Health & Fitness and Sport);
• Environmental & Sustainability; and,
• Miscellaneous (any idea not captured by one of the above Themes).

Personnel are now invited to ‘accept’ the Air Force Innovation Challenge and submit their thoughts and ideas for initial consideration by a diverse panel selected from within the RNZAF, the wider NZDF, and from industry.

Judging
Each idea will be evaluated by how it would provide benefit to the Air Force. Submitted innovative ideas will likely meet one or more of the following criteria:
• Solves an operational need;
• Enhances capability;
• Improves health and safety;
• Reduces waste and promotes efficiency (Time/Cost);
• Improves morale and the wellbeing of defence personnel; and
• Improves sustainability.

While the intent is to give life to the innovative ideas that our people have, an overall Innovation Challenge champion will also be selected, who best exemplifies the spirit of innovation.

There is no minimum or maximum number of ‘winners’. If your pitch is successful, you will be supported by CAF to develop and implement your proposal – you keep control of your idea.

For example, support might include seed-funding, approved duty time, mentoring, cross-Air or NZDF support, or approval to proceed with a trial. Make your pitch – what do you need for this idea to succeed?


TO ENTER:
Innovation entry forms, templates and points of contact are available to at Year 2020: Air Force Innovation Challenge, http://ddms-r/DS/D8-0001/Innovation%20Challenges/Forms/Main.aspx
NOTICES & QUIZ

Air Power Development Centre Quiz

1. Describe the role of Defensive Counter-Air.
2. What is a drop zone?
3. What does AWACS stand for?
4. Air surveillance is a major military radar application, name two other applications.
5. Identify two functions of an air surveillance radar.
6. To date, how many countries operate the NH90 helicopter: 11, 13, or 15?
7. How many troops in light order can the NH90 carry?
8. What is the role of the Rooivalk helicopter?
9. What are the two main roles of the A109 helicopter in RNZAF service?
10. Name three NZ Navy ships the SH-2G(I) can operate from.

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

New Zealand Military Tattoo

Saturday 4 April 2020
Palmerston North City’s Central Energy Trust Arena

Get tickets now NZTATtoo.nZ

10% Defence Force discount on A reserve seats*
Use promo code: DEFENCE

*Discount expires 31 December

Whakamānawatia Ō Tātou Toa Waonga
Honouring Our Defence Heroes

Air Power Development Centre Quiz

ANSWERS
I took this on my first morning of Exercise Wiseowl. The sun was in totally the wrong position for me to get what I had planned, but then I saw how much it was silhouetting the Texan and knew I had to go for the Top Gun moment. It’s a much artsier photograph than I normally take, which makes me even more proud of it.

LEADING AIRCRAFTMAN RACHEL PUGH
What is it?
Voluntary Education Study Assistance (VESA) is a discretionary fund centrally managed by New Zealand Defence College to provide financial assistance to members of the NZDF undertaking part-time study.

Who's eligible?
Regular Force or permanent civilian members of NZDF who have been employed/served continuously for 52 weeks. Reserve Force members in some circumstances.

What assistance can I receive?
VESA provides assistance with study costs up to a set maximum in any financial year. There are different limits for postgraduate and undergraduate study.

What can I study?
You can study a subject area that interests you, provided it's on the New Zealand Qualification Framework (NZQF).

How do I apply?
Contact any Defence Learning Centre for advice on the application process. Alternatively, check eligibility, your obligations etc. by logging on to the ITD Learning Toolkit for more information or DFO 3/2016.

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