JUMP START
THE LOW DOWN
ON THE BIG JUMP
08

SKYTRAIN 2008
ANNUAL EXERCISE
WITH A TWIST

OHAKEA OPEN
DAY 2008
CROWD PLEASER

WISEOWL
TIMARU’S
TENT CITY

SPORTSPERSON OF
THE YEAR AWARDS
AND MORE

THREE SERVICES AS ONE FORCE, BEING THE BEST IN EVERYTHING WE DO
OUR MISSION
To carry out military air operations to advance New Zealand’s security interests, with professionalism, integrity and teamwork.

OUR VISION
We will be an Air Force that is the best in all we do. He Tauarangi matou ko te pai rawa atu i to matou mahi katoa.

The official journal and forum of the Royal New Zealand Air Force established for the information, education and enjoyment of its personnel and other people interested in RNZAF and associated matters.

Published by
Defence Public Relations Unit
HQ NZ Defence Force
Wellington, New Zealand
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Printed by
Keeling and Mundy Limited
PO Box 61, Palmerston North

Editorial contributions and letters to the editor are welcome. All contributions may be sent direct to Air Force News and do not need to be forwarded through normal command chains. Letters are to be signed with the writer’s name, rank and unit although, unless requested otherwise, only the rank and geographical location of the writer will be published. The editorial staff reserves the right to abridge letters. Anonymous, offensive or abusive letters will not be published. Opinions expressed in Air Force News are not necessarily those of the RNZAF or NZDF. Nothing in NEWS should be taken as overriding any Defence regulations. Readers should refer to the relevant Service publication before acting on any information given in this periodical. No item is to be reproduced, in part or whole, without the specific permission of the editor.

THE LOW DOWN ON THE BIG JUMP
The Kiwi Blue Parachute team perform a display during Jumpstart 2008.

OHAKEA OPEN DAY
The event drew a large crowd, including this future aviator taking a closer look at the action.

EXERCISE WISEOWL
The Richard Pearse Airport at Timaru was transformed into a bustling tent city for Exercise Wiseowl.

FIRST WORD
W/O Keith Gell

EXCHANGE PROGRAMME
Brings two Air Forces closer

PERS CORNER
NZDF Military Remuneration

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Annual exercise with a twist

JUMPSTART 2008
The low down on the big jump

OHAKEA OPEN DAY
Crowd pleasing displays

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Family Day Out

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TIMOR LESTE
Relay for Life in Dili

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BASE AUCKLAND
Getting amongst it!

MOPEDATHON MANIA
The lastest craze in Ohakea

BOOK REVIEW
A close-knit community

NOTICES
Farewells and events

APRIL/MAY* 2008 COVER
Project K student Toni Sims from Wellington gets an excellent view of Base Auckland as she plunges to earth with a volunteer jumpmaster (see pages 12-13 for articles and more photographs).

* This does not mean we are skipping an issue. The next issue will be denoted the May/June issue – Editor.

PHOTO Courtesy of Project K.
We are a values based organisation, therefore values count, but how many people really understand what it’s all about.

Whether you know it or not, we all have our own personal values and it’s not something new. For me values are priorities or preferences. One of my values is family, why, because they are important to me and they are a priority in my life.

We as an Air Force also have our values. These were put together by a group of Air Force folk in the late nineties. This group was made up of all ranks, therefore they were not given to us by a bunch of folk from the head office. They came up with the values of Service, Allegiance, Professionalism, Integrity, Teamwork, Discipline, History and Tradition. They came up with those values because they were the priorities as they saw them as a group. This is how they wanted the Air Force to be viewed.

For me these values shape our behaviours and they are visible in how we act. When people join our Air Force as recruits, our organisational values are pushed hard. This is important because behavioural alignment at these early stages is important. That is alignment of personal and organisational values. This does not mean they have to be exactly the same, but similar in heading, especially heading in the same direction. For example I value my family. This could be seen as being similar to service and allegiance. I am committed to my family as I am committed to the Air Force.

As I said before, we are spending a lot of time with our recruits on values, however I think we can do better in promoting our values out on the work face. It is out on the work face that we pick up on our Air Force culture, and it is out in the work face that we are most influenced about the RNZAF. When I think of values in the work place, I look at the behaviours of our people. If I can see our values through our people, then that section in my mind is in good shape, if I can’t, then that unit has some work to do.

Remember organisations do not live your values, people do. It is people who make up our Air Force and it is people who demonstrate our values through their actions. Next time you have got a spare thought, think about your unit and other units and see if you can see the value of Service, Allegiance, Professionalism, Integrity, Teamwork, History, Tradition and Discipline in them.

Many units have a reputation built by the people who work in that unit. That reputation could be good or bad, however the judgement tool you should be using is our values. Remember it is our values that give us meaning as an Air Force, which in turn provides us with strength, motivation and willpower.

Don’t be afraid to talk about values. Don’t be afraid also to look at yourself, others and see if they fit into our values. Don’t be afraid also to pass judgement, that’s how we learn.
EXCHANGE PROGRAMME BRINGS TWO AIR FORCES CLOSER

IN A MOVE AIMED AT SIGNIFICANTLY BOOSTING THE CLOSE RELATIONSHIP BETWEEN OUR TWO AIR FORCES THE ROYAL NEW ZEALAND AIR FORCE HAS DEVELOPED A MEANINGFUL EXCHANGE PROGRAMME WITH THE REPUBLIC OF SINGAPORE AIR FORCE (RSAF).

The programme, announced by CAF AVM Graham Lintott, was one of the key outcomes of last year’s visit by the CAF RSAF, where both Chiefs saw people to people meeting and exchanging ideas on similar organisational issues as the best way of enhancing the RNZAF-RSAF relationship. The programme, which is called the RNZAF- RSAF Professional Exchange Programme (PEP) has a governing set of Terms of Reference (TOR). The TOR was signed by the two Chiefs in Singapore in February 2008.

Our Chief of Air Force AVM Graham Lintott is very keen to ensure that the PEP achieves its aim and has provided some guidance as to how the programme should be managed in the RNZAF. In broad terms the key features of the PEP are:

> It aims to promote goodwill and understanding between the personnel of the two organisations;
> It is open to all RNZAF personnel and the nominations process will be managed by DCM (F).

RNZAF personnel wishing to participate in the PEP can only do so in targeted priority areas, which currently are in five distinct areas:

2. Capability Introduction.
3. Projects that the RSAF have done or that the RNZAF is about to start.
4. Individual and Collective Training; and
5. Any general activity that in the assessment of DCAF would advance the RNZAF-RSAF bilateral relationship.

At this stage the inaugural PEP is scheduled to start in July this year, with an exchange of ten RNZAF personnel visiting the RSAF for two weeks. The two Chiefs’ aim is for the first exchange to be as successful as possible for both sides and a reciprocal visit of RSAF personnel is scheduled for mid 2009.

IT AIMS TO PROMOTE GOODWILL AND UNDERSTANDING BETWEEN THE PERSONNEL OF THE TWO ORGANISATIONS

CITATIONS AND MEDALS

During a visit to Base Woodbourne on 7 March the Chief of Air Force AVM Graham Lintott presented six personnel with citations and medals. Specifically: SGT Quintin Robertson and W/O Dave Dean were each presented with Long Service and Good Conduct Medals.

F/S Wizza Davies and F/S Tony Alexander were each presented with Chief of Air Force Commendations. The Operational Service Medal was presented to CPL Anna Calvert and W/O Ian Ditford. W/O Ditford also received the General Service Medal (Sinai).
At the Museum, aircraft restoration seems to progress at a snail’s pace. Illustrating this point is the P40 Kittyhawk project, which to the casual observer may appear to have not really progressed over the years, but looks can be deceiving. Outwardly little has changed in appearance of this project, but this will not be the case in about six months time as the significant milestone of mating the wings together will occur. To achieve this, in the background, the Kittyhawk restoration team has been sourcing, rejuvenating or constructing, and then fitting incidental wing components that will otherwise be impossible to fit at a later date. Simultaneously recently, seemingly discreet, but real, progress has been made towards completing the complex arrangement that is the Kittyhawk’s chin cowling being the bodywork fitted under the aircraft’s engine. Also over the years the fuselage work is nearing completion with recent progress focusing on assembling limited hydraulic and electrical systems. These systems will provide some functionality to the aircraft to allow the likes of navigation lights to glow and the undercarriage to be extended and retracted depending on its final display state. Without exception work on all restoration projects use trade skills that are more akin to craftsmanship rather than the mass production processes found in a more modern era. It typifies the application of manual skills, cunning and innovations that are employed by all restoration staff and volunteers employed at the Museum as they tackle the complexities of all the projects underway.

**CHIEF OF AIR FORCE INVESTED WITH ONZM**

CHIEF OF AIR FORCE, AIR VICE-MARSHAL GRAHAM LINTOTT WAS RECENTLY INVESTED AS AN OFFICER OF THE NEW ZEALAND ORDER OF MERIT, ONZM.

The ceremony at Government House also coincided with the 71st anniversary of the Royal New Zealand Air Force.

“It was a great honour to receive the award – it reflects well on the great team that is our Air Force, and to have it presented on the Air Force’s 71st anniversary by our Commander in Chief, the Governor General and in front of my parents, wife and family made it a very special day,” said Air Vice-Marshall Lintott.

Air Vice-Marshall Lintott received his award together with several other Defence Force Personnel, including Air Commodore Terence Gardiner who was invested as a Member of the New Zealand Order of Merit, MNZM.

The awards were presented by the Governor General, the Honourable Anand Satyanand, who is Commander in Chief of the armed services.

The award was recognition of Air Vice-Marshall Lintott’s many years of service to the RNZAF.
NZDF MILITARY REMUNERATION SYSTEM

It is our pleasure to introduce you to the new NZDF Military Remuneration System, due to be rolled out in phases starting 4 Jul 08. The new system will provide equity and choice, and will result in a better deal for our military personnel.

At the time this article was going to print, certain key decisions affecting the NZDF Military Remuneration Review had yet to be finalised by the Executive Leadership Team (ELT). The CAFGRAM subsequently issued in early April, which most of you will have read now, explains the changes to remuneration as a consequence of these ELT decisions. The purpose of this article is to illustrate the main remuneration concepts that will transform the Military Remuneration System (MRS) and to assist your understanding of them. These concepts include market indexing (market sectors), rank as the recognition of responsibility and authority, pay groups (tiers) based on overall skill level, latent value to service, and pay progression (pay progression steps), encapsulated within a total rewards framework. These illustrations should be read in conjunction with the CAFGRAM and you are urged to familiarise yourself with them, as they will be built on as and when further decisions are taken and released.

To assist with questions arising, the Military Remuneration Project Team (MRPT) has established a Q&A webpage accessible from the pers Branch intranet site at: http://eporwebdev1/pers/persbranch.htm. If your question is not answered there, then queries may be forwarded by e-mail to the MRPT (MRPT@nzdf.mil.nz).

Determining Your Take Home Pay

CDF HAS GIVEN AN ASSURANCE THAT ALL MILITARY PERSONNEL WILL BE BETTER OFF FOLLOWING THE INTRODUCTION OF THE MILITARY REMUNERATION SYSTEM.

VARIABLES includes taxation, superannuation, allotments and allowances – reflects compulsory payments, variable and additional remuneration and voluntary payments.

TOTAL FIXED REMUNERATION (TFR) is the dollar value shown on the Military Remuneration Model and is the starting point for your remuneration slip calculations.

PAY PROGRESSION STEPS A method of providing pay progression within rank based on experience, skills, qualifications, competence, responsibility, accountability and individual performance (to be implemented fully by 1 Jul 09).

TIER Trades and specialisations have each been amalgamated into just three ‘pay groups’ based on similar overall skill levels and ‘latent value to service’ (which includes recruitment criteria, educational requirements, trade difficulty and task complexity, training commitment, utility and contribution to output generation).

RANK is the primary factor in determination of an individual’s Total Fixed Remuneration.

MARKET SECTOR A new opportunity to achieve parity for selected ranks and/or specialisations/trades with either the All Organisations index (Market Sector B) or the Private Sector index (Market Sector C), and not just with the Public Sector index (Market Sector A).

The Military Remuneration Model is presented in two halves: Officers and Airmen & Airwomen.
**TOTAL FIXED REMUNERATION (TFR)**

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**THE MILITARY REMUNERATION MODEL**

The dollar value shown is the Total Fixed Remuneration (TFR)

**THE MILITARY REMUNERATION MODEL**

- The normal range for competent personnel performing their role is steps 5-8.
- Steps 1-4 are for inexperienced personnel yet to achieve full competence.
- Steps 9-13 are for special circumstances (the exception).

**TOTAL FIXED REMUNERATION (TFR)**

- The dollar value shown is the Total Fixed Remuneration (TFR).

**BASE SALARY**

- Market Linked TFR component
- Premium for service TFR component

**BENEFITS (LIFE/WORK BALANCE)**

- Regional Accommodation Allowance (RF only), allowances (op and non-op), readiness allowance (Non-RF only), holiday pay (Non-RF only), employer superannuation contributions on variable remuneration.

**VARIABLE REMUNERATION (SITUATIONAL COMPENSATION)**

- Base salary for rank and trade + Employer Superannuation Contribution - factor for health support (Medical/Dental)
- + Military Factor + Universal Accommodation Allowance

**TOTAL FIXED REMUNERATION (TFR)**

- Base salary for rank and trade + Employer Superannuation Contribution - factor for health support (Medical/Dental)
- + Military Factor + Universal Accommodation Allowance
- Market Linked TFR component
- Premium for service TFR component (additional to market linked TFR component)

**ADDITIONAL REMUNERATION – EXCEPTIONAL (INDIVIDUAL COMPENSATION)**

- Extra skills payment, retention payments, higher duties pay, employer superannuation contributions on additional remuneration.

**JOB REQUIREMENTS (INDIVIDUAL DEVELOPMENT)**

- Including: training and education, promotion, uniform, fitness/gym/sports, equipment/tools, professional fees, job related expenses, travel and deployments.
Before he rebranched to legal officer, FLTLT Walker was an Iroquois pilot on No. 3 Squadron. During his time on No. 3 Squadron, he deployed to both East Timor and the Solomon Islands. During a ground posting in Wellington, FLTLT Walker continued studying part-time for an LLB which he had started before joining the Air Force. In July 2006, he studied full-time under the RNZAF Study Award scheme and finished his LLB in mid-2007. FLTLT Walker then commenced a three-month legal professional course and was admitted as a barrister and solicitor of the High Court of New Zealand in February 2008.

SQNLDR Greig has flown Andovers and Orions and was a Qualified Flying Instructor on Airtrainers and Kingairs for several years. In 1993, he deployed overseas flying Andovers in Somalia. During a ground posting to Wellington, SQNLDR Greig decided he would like to start a law degree. He began studying full-time for the degree in 2004 while also working part-time for the RNZAF. In 2006, SQNLDR Greig took a year off from studying and deployed as a United Nations Military Observer in Israel and South Lebanon and experienced first hand the conflict between the Hezbollah and the Israeli Defence Force. SQNLDR Greig resumed his studies in 2007 under the RNZAF Study Award scheme and completed his degree in February 2008. He is currently on the legal professional course and hopes to be admitted to the bar later in 2008.

There are currently 18 regular force legal officers in the Defence Force. Legal officers, regardless of their parent Service, provide legal services to all three Services. The role of Defence Force legal officers is to provide legal services to commanders to ensure ‘that the rule of law is respected and upheld in all New Zealand Defence Force operations and in protecting the security of New Zealand.’ This means that legal officers provide advice to commanders on a range of matters from disciplinary issues, to interpretation and compliance with orders and legislation, to operational legal issues connected with deployments. They also appear as counsel in courts-martial and coroner’s inquests from time to time. Additionally, one of the big jobs for legal officers during 2008 will be introducing changes to the way military justice is undertaken in the Defence Force following major legislative changes in late 2007. It should be noted that legal officers give advice to commanders and not to individual Service members.

Below: SQNLDR Andy Greig (left) and FLTLT Randall Walker with a copy of the Geneva Conventions recovered by SQNLDR Greig from the remains of Patrol Base Khiam in South Lebanon the day after the patrol base was bombed in July 2006. In their new role, both officers will be responsible for teaching the Law of Armed Conflict to Service members across the three Services, and this includes instructing on the Geneva Conventions.

NEW LEGAL EAGLES TAKE FLIGHT

In the past year, two RNZAF pilots have rebranched and are now specialist legal officers. FLTLT Randall Walker and SQNLDR Andy Greig have recently completed law degrees (LLB) at Victoria University of Wellington and are now working for the Directorate of Legal Services at Headquarters NZ Defence Force in Wellington.
IT WAS SKYTRAIN WITH A TWIST AS MEMBERS OF NO. 40 SQUADRON GATHERED AT BASE WOODBOURNE RATHER THAN A TENTED CAMP AT WANAKA FOR THE ANNUAL EXERCISE...
Despite needing to find a new location at short notice, conducting the exercise at Woodbourne had been successful.

‘It has worked well and we have had good support from Woodbourne,’ said FLTLT Richard Beetham.

The exercise, with up to three flights a day, sees pilots practise their low-level flying techniques – a skill necessary in conflict situations where aircraft need to be able to fly unobserved; tactical flying: where they follow the curve of valleys and hillsides; and load drops which in humanitarian situations can be vital for the survival of those in need.

With over 200 NZDF personnel, members of the Singapore Air Force and personnel from the French Air Force New Caledonia as part of the exercise, it provided the opportunity to share knowledge and skills and form relationships.

‘It is good for us to work together as there are not many large aircraft around the Pacific,’ said FLTLT Beetham. ‘It increases our interoperability.’

Tactical flights lasted up to two hours and sorties had been undertaken to Westport, Hokitika and Aoraki Mt Cook with the terrain well suited to this type of flying.

Getting the loads prepared for the load drops is no easy feat and prior to the exercise a significant amount of work is done behind the scenes in terms of sourcing a suitable drop zone, warning members of the public and during the actual drop, monitoring the area. For this exercise drop zones could be found along the Wairau Valley and around Grassmere.

Ensuring they land in one piece is crucial, the loads are packed and made aircraft ready with assistance from 30 Army personnel from Linton. Tents are a hive of activity.

It can take up to 30 minutes to pack a parachute which is then attached to a load that can range from between 300kgs to a tonne. Everything from drums of water to Landrovers are tipped out the back, mirroring what happens in deployment situations.
PILOTS PRACTISE THEIR LOW-LEVEL FLYING TECHNIQUES
CanTeen WHAT IT’S ALL ABOUT

BRAD CLARK
CANTEEN MARKETING MANAGER

On behalf of CanTeen and all the members participating in JumpStart we extend a huge thank you to the organisers, tandem masters, movie/still photographers and, of course, the RNZAF, including its pilots and crews of the C-130 Hercules for making this such a special and memorable weekend. CanTeen’s mission is to support, develop and empower young people living with cancer. CanTeen delivers services across New Zealand for people 13-24 years living with cancer including their siblings and bereaved siblings. Living with cancer is traumatic at any time, but even more so for young people already facing challenges of identity, independence, education, relationships, intimacy and employment. The entire cancer experience including transition from diagnosis, treatment, hospitalisation and remission is likely to threaten adolescent development and challenge the coping strategies of young cancer patients, their siblings, parents and friends. Cancer is no longer a death sentence, but it can mean the start of a long process of treatment and years of uncertainty. Even survivors of childhood cancer may have reminders of their cancer experience to cope with during the complexities of adolescence. The foundation of CanTeen is built upon the fundamental belief that young people through meeting, talking and sharing their experiences - are better able to cope with the uncertainties of living with cancer. CanTeen believes the best people to support young people living with cancer are those who have ‘been there, done that’ or are going through similar experiences. CanTeen provides a relaxed, friendly and fun environment where young people can share thoughts and feelings with other young people whose lives have been affected by cancer. That means there’s always someone on hand to offer advice, encouragement, and inspiration that would be hard to find elsewhere. CanTeeners get together regularly throughout New Zealand for summer camps, weekends away, workshops, support groups, and other great social and recreational events. CanTeen members also support each other at home and in hospital. New developments for CanTeen include a 12-week transition programme for patients coming out of treatment to help them re-enter school or work situations. Other initiatives include the soon-to-be-completed Adolescent and Young Adult (AYA) Strategy focusing on achieving a better deal for our age group. Sadly survival rates for patients aged 13-24 have remained stagnant while those of pediatric and adult patients are on the rise. Through lobbying efforts and advocating on behalf of members, CanTeen aims to have more age specific treatment and facilities and better access to clinical trials to maximize chances of survival.

For more information on CanTeen check out the website www.canteen.org.nz. Check the website for bandannas and Christmas Card designs for companies and the public.

PROJECT K: AN INSPIRATIONAL PROJECT

Project K is a youth development programme, designed to inspire 14-15 year olds to reach their full potential. Founded by New Zealanders Graeme Dingle and Jo-anne Wilkinson in 1996, the programme was developed as a catalyst for promoting positive change in teenagers. Through a 14-month programme consisting of three core components: Wilderness Adventure, Community Challenge and Mentoring, students learn about self reliance, teamwork, self confidence, perseverance and how to set and achieve goals. Based on leading research from educationalists and youth workers, Project K is run in participating schools and delivered through licensees across the country, keeping the focus community driven.

For more information about Project K, or if you would like to become a Mentor or make a donation, please visit www.projectk.org.nz. Project K is part of the Foundation for Youth Development, a not-for-profit organisation.

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For more information on CanTeen check out the website www.canteen.org.nz. Check the website for bandannas and Christmas Card designs for companies and the public.
AIR FORCE PERSONNEL HAVE ALWAYS BEEN GREAT SUPPORTERS OF WORTHY CHARITIES AND EVENTS. THIS YEAR’S JUMPSTART 2008 EVENT, FOR TEENAGERS FROM CANTEEN AND PROJECT K, WAS HOSTED BY RNZAF AUCKLAND. SqnLdr Darryn Pritchard, OC Parachute Training and Support Unit (PTSU) GIVES US THE LOW-DOWN ON THE BIG JUMP.

For the second year in a row, Parachute Training Support Unit (PTSU), No. 40 Squadron and a number of other RNZAF and NZ Army personnel supported Jumpstart over the weekend of 16 - 17 February. Jumpstart is a charitable activity involving teenagers from CanTeen and Project K who are given the opportunity to challenge themselves and ‘feel alive’ by undertaking a tandem parachute descent from a C-130. The activity is not only supported by PTSU and No. 40 Squadron, but it also allows civilian tandem masters to take the kids for the tandem, as well as allowing sports jumpers who have sponsored a teenager (a minimum of $300) – to jump as well. This is a unique opportunity in New Zealand as there are no other ramp-equipped fixed wing aircraft available to the civilian parachute populace. Jumpstart 2007 was run during the National Parachute Champs held at Matamata. For 2008, it was hosted by RNZAF Auckland and this meant not only PTSU and No. 40 Squadron were involved, but also Expeditionary Support Squadron (ESS), Base Medical, Operational Support Wing (OSW) and the Northern Regional Cadet Forces and members of the NZ Army. Some 50 service personnel and civilians gave up their time to make this work. The organisation of the event fell on PTSU and F/S Ian ‘Lev’ Leatherland worked tirelessly to make all the pieces come together. CPL Pip Dawson from Base Medical Flight and FGOff Phil Randerson from No. 40 Squadron were also intimately involved with the planning ensuring medical clearances were completed and the No. 40 Squadron involvement was well coordinated. On the day the weather – forecast to be dodgy at best – played the game. With smooth planning in place, not even a change of aircraft really impacted on the day and five sorties were flown and in excess of 200 descents made. PTSU provided drop zone support and clearance, provided despachers, and ensured the manifesting and organising of the civilian jumper was completed. I doubt some of the civilians were used to being told to line up and not move, but it did make life easier all round. As well as the people mentioned I would also like to thank the ground and aircrew of No. 40 Squadron, my staff at PTSU and all the other Service personnel and civilians who made the day a huge success. Also, the Jumpstart committee led by Mr Tim Fastnedge who not only got it all coordinated from the CanTeen and Project K side of the house, but also worked tirelessly on the day. This event is one that we can all be proud of, not only those involved but for the RNZAF organisation as a whole.
For probably the first time ever the Air Force’s full compliment of 16 trade photographers from all Bases - Auckland, Devonport, Ohakea and Woodbourne - met on 10 March 2008 at Base Ohakea’s Central Photographic Establishment (CPE). The meeting was an opportunity for members of the trade to put faces to names. Previously many of the trade’s personnel had never met face-to-face and may have only spoken over the phone. Indeed some of the UK recruit photographers had never been to Base Ohakea before.

Other personnel in attendance on the day were, SQNLDR Jim Jennings (Trade Sponsor), GPCAPT Shaun Clarke (COSG) and WGCDR Harry Nicholson (DDI).

During the morning arriving photographers were given a guided tour of the section and its facilities before being whisked outside for their first formal group photo.

During the visit, F/S Carl Booty handed over the last of the newly purchased Nikon D3 Cameras. These cameras are state-of-the-art and were only released worldwide in November 2007. 16 new D3 cameras have been purchased for use by the trade and they have been allocated to each section. The quality of the imagery produced by the new cameras is far superior to that of the Nikon D1 which is being retired from service. The D1s will continue to be used by CPE’s Photographic Trade School for training new photographers.

The meeting was not only an opportunity for photography trade personnel to meet but also a great chance for them to swap ideas and compare techniques. There were plenty of positive comments from personnel with morale on the up for the trade.

The meeting was so successful that the trade is looking at conducting an annual all-up meeting with SNCOs meeting more regularly between times.

16 NEW D3 CAMERAS HAVE BEEN PURCHASED AND ALLOCATED TO SECTIONS

F/S Carl Booty hands over the new Nikon D3 cameras to the Sgt Tim Jordan as part of the purchase of 16 new cameras for the photo trade.
Originally known as the Air Standardization Coordinating Committee or ASCC, ASIC was renamed in 2006 to shift the focus of the organisation onto Interoperability as opposed to Standardization. Started in 1948, ASCC sought to promote interoperability, through standardization, across the spectrum of expeditionary warfare along with the sharing of relevant information and technology. While New Zealand did not become a full member until 1965, the organisation has quietly delivered on this task. The change to an increasing focus on interoperability in 2006 simply recognised the fact that to work together efficiently today, to be interoperable, does not mean we have to be the same. The ASIC vision today looks to have “Fully integrated and interoperable coalition air and space forces”. So what does ASIC deliver? Next time you see an aircraft being refuelled, an oxygen system being worked on, a C-130 being loaded, think ASIC because the specification that all these activities work to are likely to have been shaped by ASIC agreements. These are just some examples of the type of work completed, with ASIC also addressing doctrine, engineering, operating, medical, force protection, command and control, and more. ASIC in New Zealand is headed by DCAF in his role as National Director (ND). He in turn is supported by a National Programme Manager (NPM), Squadron Leader Vaughan Paul. The current working group structure is based on the functional warfighting model with projects being determined by a yearly Task List. If you are interested in learning a little more about the ASIC structure or viewing the current Task List then visit the ASIC intranet site at http://org/air-dlog/DAEPages/DAEPIDSServicesASIC.aspx. ASIC is an important organisation for New Zealand as it allows us access to people, technologies and resources that are beyond our Service’s means. The Air Power Development Centre works with the NPM as a point of contact for ASIC matters. The current working groups are lead by six Head of Delegations (HoDs) who represent New Zealand’s interests and work with Project Officers and SME’s to advance projects. Currently these HoDs are:

- Force Application – WGCDR Tim Walshe, Force Protection – WGCDR Tony Millsom, Air Mobility – WGCDR Tony Davies, Agile Combat Support – WGCDR Nigel Sainsbury and working together under the C2ISTAR banner are WGCDRs Steve Alexander (C2) and Nick Olney (ISTAR). So next time you need answers and are not sure where to turn, consider ASIC as a potential source of support or information. A list of ASIC reps can be found on the ASIC intranet homepage or call the NPM or APDC for help in how to get the most from ASIC.
CLEAR SKIES AND SUNSHINE SAW A RECORD NUMBER OF PEOPLE ATTEND THE OHAKEA OPEN DAY AND AIR SHOW ON SUNDAY 16 MARCH.
IT WAS ‘HUGE’ SAID BASE COMMANDER WGCDDR RUSSELL MARDON, WHO ESTIMATED THE CROWD TO BE ABOUT 30,000. THE AIR FORCE OPEN DAYS ARE HELD ON ALTERNATE YEARS AT BASE OHAKEA OR BASE AUCKLAND.

‘From Friday there was a buzz across the whole Base which lasted all weekend. People were excited about showcasing the event.’

Visitors were treated to numerous static displays and non-stop flying activity that included military aircraft from the older style Harvard and Mustang to the sleek and modern F-111, courtesy of the Royal Australian Air Force.

Other crowd-pleasers included the RNZAF’s own Red Checkers aerobatic team and parachutists from Kiwi Blue, while the Iroquois display set the eardrums abuzz as they whirred overhead.

SCHLDR (School Leader) and Air Force News reader Timothy Dobbyn of Tongariro School, Turangi wrote in to say: ‘It was an awesome day and my family and I enjoyed ourselves. Everyone at the Base was so friendly and it was fantastic seeing all the past and present aircraft in action. I was surprised by the crowd turnout there at Ohakea and it was cool saying to Dad, ‘I’ll meet you at the communications tent at 1100 hours’.

‘It was nice to see the RNZAF displaying their aircraft whether it be by flying them around or having them parked on the tarmac so people could get up close to them.

‘Highlights of the day for me would be the Kiwi Blue Parachute team, the UH-1H Iroquois and of course the F-111 which was the mark of a brilliant and successful Airshow.'
The External Studies Writing Skills Course (ESWSC) was designed to equip junior officers with the ‘staff’ skills necessary firstly as a senior FLTLT and more significantly, as a SQNLDR.

These ‘staff’ skills include the ability to rapidly, efficiently and effectively research, analyse, select, organise and communicate information, often of a technical nature, to enable safe and effective decisions to be determined by senior Service personnel and policy makers. As their decisions are often either far-ranging or hold a key significance, it is essential that the research and analysis on which they are based is robust and impartial.

The quality of the staff work executed by our officer corps directly impacts on the whole of the RNZAF. It is an area where we are particularly respected by our colleagues in our sister services. It has been the quality of that staff work and the officers producing it that has supported our growth and development and provided us with the exciting opportunities that lie ahead over the next ten years. However, as with everything else, this course does not exist in isolation. It is influenced by changes in society at large, our developing culture and values, and the career growth and aspirations of Service personnel. In response to the anticipated demands of the introduction into Service of cutting-edge technology over the next ten years, and in support of the RNZAF Strategic plan, the ESWSC has been examined to determine how it might better meet the needs of the individual, unit and Service at large; in other words can we eliminate waste and can we more effectively support course members in their career development and aspirations?

This philosophy, encapsulated in the concept of ‘Building People...Enabling Capability’, is embraced across Command and Recruit Training Squadron and began with the revision of NCO Training, continued with the review of officer training and is reflected in current recruit training.

Previously, the ESWSC was based very effectively on a developing scenario in which a junior officer may find him/herself embroiled. Such scenarios included the organisation and review of such things as air events (a balloon festival) or the review and selection of equipment (GPS). All scenarios demanded that course members should not only develop their research and analysis skills in a robust way, but also develop their command of the English language and ADFP 102 and its NZ Supplement.

However, in recognition of the extensive deployment and intensive employment of many junior officers and in conjunction with the sharpening of officer training, the ESWSC has been modified with the expectation that it will better meet the needs of the individual subject officer, the unit and the RNZAF at large. It will also sit more effectively within the new Officer Training continuum as one of the key Intermediate Command Modules, and consequently has been renamed as the Intermediate Command Communications Module (ICCM).

To this end, junior officers will no longer complete a ‘course’ but each applicant will commence and complete training at his/her own pace and time. Whilst a notional window of one year for completion of training from start to finish will be imposed, officers will be able
to climb on board and disembark according to their own and the Service’s demands, although successful completion will remain a pre-requisite for promotion. Thus, deployments will no longer derail an officer’s opportunity to complete study nor force recourse.

Furthermore, instead of officers investing significant time and effort into a fictional scenario, they are required to select a project of interest to themselves, of benefit to their unit and of interest to the Service as a whole. These projects are required to be in support of the RNZAF Strategic Plan. The final assignment is a defence paper which, if of sufficient merit, will be forwarded to the RNZAF Innovation Scheme (RIS) Enabling Team, as indicated in AFO (T) T101-07. However, it should be noted that it is not a requirement of the RIS that submissions should be in the form of a defence paper. That scheme has its own very effective and user-friendly process to ensure that unnecessary barriers are not placed in the way of innovation. We are simply seeking to ensure that good ideas that are effectively researched as part of the ICCM do not fall on stony ground. Moreover, I foresee the potential for ICCM course members to submit their initial ideas through the RIS for evaluation at the very outset of their course as a vehicle for ensuring maximum fruitfulness although this is clearly not a requirement.

Consequently, Flight Commanders gain a much more significant hands-on role in supporting and developing their junior officers. This is partly in terms of access to training, partly in ensuring that topics are of a suitable calibre, and partly in terms of coaching and mentoring opportunities. Although the ICCM will continue to be a self-study, self-tutoring course, there are opportunities for Flight Commanders to invest in the training and development of their subordinates, and it is my role to actively support both the course members and the Flight Commanders. My goal is to support individual course members towards successful graduation.

In this way, officers, units, and the Service at large should benefit from the interest and passion of junior officers undertaking effective research in support of the growth and development of the RNZAF Strategic Plan. This in itself supports the Strategic Plan through elimination of waste and increased effectiveness. This new approach was piloted during 2007. Officers who graduated from that course are to be congratulated on the calibre and breadth of their work. They have set a good standard for those who follow in their footsteps. It is now time for others to Step Up.

* Mr Robin Stanford is a civilian education officer employed at Command and Recruit Training Squadron. He has extensive practical experience and academic qualifications in education and training including 13 years as an education officer in the RAF.
I LOVE IT WHEN A GOOD IDEA COMES TOGETHER — AS WAS THE CASE FOR THE SECOND ANNUAL FLYING TRAINING WING FAMILY DAY HELD AT OHAKEA ON WAITANGI DAY.

The morning dawned to clear skies and a gentle Ohakea zephyr. The Tiger, Harvard and Airtrainers sat patiently awaiting their cargo of eager passengers and proud pilots hoping to keep the sick bags empty and the smiles wide—they didn’t disappoint.

When the suggestion of this event cropped up it occurred to me that the RNZAF is all about creating opportunities to exploit our point of difference. Where else could you provide such an environment, recognising the importance that family plays in the bigger picture and then rewarding them with an opportunity to turn upside down and tell their friends they had ‘flown a loop’. I certainly couldn’t imagine many other air forces signing up to the suggestion and this simply doesn’t exist out there in Civvie Street. I guess it shouldn’t come as a surprise then that it went down so well.

PTS staff got the ball rolling with FLTLT Ben Stephens doing the organisational donkey work, preparing the flying programme and welcome brief to the sizeable crowd for 0830hrs on a public holiday. SQNLDR Dan O’Reilly quite rightly laid down the law to his assembled QFI’s—there was no need to push anything, simply strapping in was enough to get the camera’s out, and the S&S team did a sterling job keeping those ‘one size fits no one’ passenger helmets cycling through the ensemble. The enthusiasm was certainly contagious with a significant number of our Aeromotive brethren and partners also part of the team for the first time, no better way of demonstrating the important part they play in supporting our military air operations. The Red Checkers then—as is increasingly the case without a C130 on hand—stole the show with another magnificent display to the appreciative audience. It was a fantastic day with many outstanding moments. No sick bags were needed, permanent grins and sore cheeks were reminders of the thrill of a Harvard ride and an open canopy. The day did turn expensive for one lucky young FLTLT nevertheless. At the top of a loop Phil Wilson chose to ask his partner Katie to marry him—and they say the romance of aviation is dead. The main prompt for me to report though was a quintessential hand written letter from F/S Nick Wilson’s 10 year old daughter Hannah. In her best purple felt tip printing she thanked me for the great day and especially for being able to see Mitre 10 Mega from the air. Good times had by all. The BBQ and festivities continued into the afternoon and for those left wondering, the answer was yes.
THE RICHARD PEARSE AIRPORT AT TIMARU WAS TRANSFORMED FROM QUIET PROVINCIAL AIR FIELD TO A BUSTLING TENT CITY RECENTLY WITH THE ARRIVAL OF AIR FORCE PERSONNEL FOR EXERCISE WISEOWL.
The camp, complete with washing machines, a bar, swimming pool and TV room was home away from home for nearly 100 personnel from 25 February to 6 March.

The exercise fulfils the requirement for pilots on wings course to operate aircraft from deployed facilities and to train in formation flying techniques. Of course the Air Force is not just about the pilots and the camp also gives personnel such as air security, administration, plumbers and wirers the opportunity to hone their skills and experience life on a deployed operating base.

For camp mother, otherwise known as Camp Warrant Officer Greg Backhouse, this is the first of two Wiseowl exercises he organises each year.

Planning begins six months out and includes identifying a site, talking with local councils, local airport operators and anyone else who may be involved in supplying facilities to the camp. Once the camp is up and running W/O Backhouse is kept busy ensuring everything runs smoothly.

'It's making sure the camp is running and the general day-to-day jobs are organised – the rubbish is being collected, the toilets and grey water is serviced daily, that kind of thing.'

In addition to organising the camp, W/O Backhouse is also responsible for organising the logistics around the camp’s open day which this year saw only 200 people attend.

'It was the smallest number we’ve seen! Maybe because of the V8 Super cars drawing the crowds.’ With over 100 personnel with keen appetites from camping out in the fresh air, food is another area that needs to be taken into careful consideration.

PTE Duncan Roxburgh is one of the four Army chefs who attended the exercise and while slicing onions for lunch said he was having a good time.

'I’m loving it. Everyone here is having a good time, we can chill out when there is time to chill out and it is great.’

With meals ranging from nachos to stir-fry beef and noodles to pork and salad with many yummy sweet treats in between, one wonders how much time the army lads have to “chill out”!

PTE Roxburgh takes pride in his work and says one of his challenges is keeping everyone happy.

'You want to get a nice feed out continuously, from the first person to the last,’ he says.

Back outside in the late summer sun, the bright yellow CT-4E Airtrainers can be seen returning to camp signalling the pilot officers are back from another round of training. This year there are eight young pilots getting to grips with being away from the familiar airfield of Ohakea and learning to fly in formation.

'It is definitely a bit of work,’ says PLTOFF Craig Graham. ‘You learn something new on every flight.’

The formation flying aspect of the wings course is a skill that needs to be mastered by every pilot of military aircraft. Flying at an optimal distance of eight feet between aircraft, it can make for some close encounters.

'The first time you see a guy eight feet away staring back at you, you can’t help but smile,’ said PLTOFF Alex Booth. Despite the hard work, there is an enormous sense of satisfaction, which culminates in the first solo experience.

'Formation has been the best part of Wings,’ said PLTOFF Bezuidenhout between flights.

Of course the skill that these young pilots acquire is in no small part due to the team of dedicated instructors who each morning and afternoon take their charges through their paces.

Instructor FLTLT Charlie Beetham of Central Flying School who also did part of his training at Timaru when he was a pilot officer says it is a busy time.

'I’ve flown three times in five and a half hours and because it is formation you can’t afford to relax too much. You’ve got to be watching the whole time because things happen so quickly.’

On his third Wiseowl as an instructor FLTLT Beetham says each student reacts differently and part of his job is to figure out how to get the best out of each student.

'It is really gratifying to see them succeed,' he says.
It began with the arrival of Andy Booth, Johnny McIntyre and Craig Baird to the tented camp that was home to those on Exercise Wiseowl in Timaru. The drivers were in town for the NZV8 race and had a joy ride with the RNZAF Red Checkers aerobatic team.

Once the three were kitted up and given their safety briefing it was a short walk out to the bright yellow airtrainers. A few nervous smiles for the cameras and everyone was up and away.

One wonders what was going through the respective minds of Booth, McIntyre and Baird as the Checkers launched into a couple of loops and a few nicely executed twists and turns before completing the visually spectacular spaghetti break, but it must have been good judging from their faces when they landed.

While getting out of his flying gear, John McIntyre was full of praise. ‘It was absolutely unreal. Sensational! I have a new respect for flying,’ he said.

Later in the afternoon the roles were reversed and this time the Red Checkers headed out to the race track.

For SQNLDR Shaun Clark who had been go-karting since he really was a junior, this was the stuff of dreams. ‘I've been into motor sport for a long time but have never had an opportunity such as this before. It’s easy to see why Johnny is the V8 champion.’

‘I thought being a passenger ride he would take things easy but the car was drifting through every corner - he was ‘on it’ from the moment we left the pits. The level of grip, braking and cornering speed was awesome. It was an amazing experience, and one I won’t forget for a long time.’
OHakea Aircraft Technician Murray Richmond walked for almost 12 hours without a break during Manawatu Relay for Life on 8 March. The relay is a fundraising event for the cancer foundation, but Murray wasn’t walking in Palmerston North, he was thousands of kilometres away in Dili, the capital city of Timor Leste. Murray is one of the members of Ohakea based No.3 Squadron Royal New Zealand Air Force (RNZAF) currently deployed to Timor Leste where they are providing helicopter support to the Australian led International Security Force (ISF). Over the past few years the Palmerston North event has attracted a large team of No.3 Squadron personnel from Ohakea. This year Murray and fellow Aircraft Technician Nathan Hodgkinson decided that if the deployed personnel could not participate in the Manawatu event, they would have their own, in Dili.

‘Five or six years ago the Squadron was looking for a charity to support. A couple of Squadron members had battled cancer and a lot of people knew of someone who had experienced the disease so we decided that this event was well suited for us,’ said Murray.

‘It’s a big event annually for the guys back in Ohakea and we didn’t want to miss out on it despite being here on operations.

‘We started at 8am local time Saturday morning and ran through until 8am Sunday morning, following the format of the event back home as closely as possible. We had a one kilometre track mapped out here at the helicopter operations base and temperatures got up into the high 30s during the afternoon making the running challenging.

‘In total we covered 692 kilometres in 24 hours and raised almost $1000.00 through sponsorship from friends and family in New Zealand and donations from members of the Australian and New Zealand Defence Forces working at the helicopter operations base.

‘Unfortunately Nathan got a dose of glandular fever the day before the event kicked off and was unable to be with us on the day but he was there is spirit. His nickname is ‘spanner’ and so we used a large chrome spanner as a baton to be passed from runner to runner and that way we could say that spanner was with us the entire time.

‘It was great to be able to do this despite being thousand of kilometres away from home and to know that we were out on the track at the same time as our mates back in Palmerston North,’ said Murray Richmond.
AN ADMIRATION FOR MAORI CULTURE
BY AUSTRALIAN SOLDIERS SERVING
WITH THEIR NEW ZEALAND COLLEAGUES
IN TIMOR LESTE HAS SEEN A UNIQUE
WELCOME PERFORMED FOR A PARTY OF
VISITING NEW ZEALAND ARMY VIPS.

Members of the New Zealand Defence Force (NZDF) are famous for taking Maori cultural performance with them wherever they serve in the world and Timor Leste is no different. NZDF personnel serving in Timor Leste as part of the Australian led International Security Force (ISF) have formed a Kapa Haka group which regularly performs Haka Powhiri (welcome ceremonies) for visiting dignitaries.

Interest in the Kiwi’s performing skills and the cultural aspects of their performance by Australian servicemen led to an invitation being extended to the Australians to train with the New Zealanders and learn about Maoritanga and performing arts, said group coordinator, Air Force SGT Wai Paenga.

‘When we performed we would always get a lot of questions from the Aussies here, so one day we told a group of them that if they were interested we would teach them about our culture and they could perform with us’, said SGT Paenga.

‘I was always taught that Maoritanga was inclusive and revolved around whanaungatanga, family values. Being part of the ISF, this made the Aussies part of our whanau, so for me it was an easy decision to include them in our group. I am by no means an expert on the subject, but if anyone is keen to learn and give it the respect our culture deserves, then I am more than happy to teach them what I know.’

‘A core group emerged who were really focused and we worked on getting them to the stage where they could perform with us. They understand that it can only be done with us and are happy, even honoured, to be given the opportunity, just as I am happy and honoured to teach them. Coming from the East Coast, I started them off with “Paikea” to get a bit of movement and co-ordination going, because we coasties like that.’

‘The opportunity for the Australians to join us in a formal haka powhiri came with the visit to Dili of New Zealand’s Chief of Army, MAJ GEN Lou Gardiner who was accompanied by the SGT MAJ of the New Zealand Army, W/O1 Bo Ngata. In the lead-up to the visit, we focussed on a haka powhiri. We chose a classic Ngati Porou female haka, “Ka Panapana”. The version we performed was written by Sir Apirana Ngata and was performed at Ruatoria for the whanau of the late Lt Te Moananui-a-Kiwa Ngarimu VC, when they were presented with his posthumous Victoria Cross’.

‘When we were told we would be performing a welcome for a group that included Warrant Officer class One Ngata that put a bit of pressure on us because he is a very strong and proud East Coast man - we all hope we made him proud on the day’, said SGT Paenga.

After the Haka Powhiri, the Chief of Army and the SGT MAJ of the Army both expressed their pleasure at the warmth of the welcome and the ANZAC composition of the group. The group rehearses in Dili whenever time and operational commitments permit and while there are no plans for another haka powhiri welcome to be performed anytime in the immediate future they remain ready and willing, the living embodiment of the ANZAC spirit.

UNIQUE ANZAC KAPA HAKA GROUP IN TIMOR LESTE

IROQUOIS CREW TO THE RESCUE

RNZAF No.3 Squadron personnel in Timor-Leste performed an aero medical evacuation (AME) for a 20-year-old local woman requiring an emergency caesarean on the night of 12 March. Carrying a Doctor and paramedic, the Iroquois and crew flew to Maliana (west Timor-Leste) to transport the woman to Dili, where a UN ambulance then moved her to Dili Hospital. Thirty RNZAF personnel and two Iroquois helicopters from the Ohakea-based No.3 Squadron support the Combined Joint Task Force in Timor-Leste. They work alongside Australian Defence Force assets and carry out personnel movement, aero medical evacuation and air logistics support tasks.
MORE THAN JUST BED-TIME READING – NZDF DOCTRINE PUBLICATIONS AND THE NZDF JOINT DOCTRINE WEB-SITE.

The number of publications currently being written, ‘adopted’ or ‘adapted’ by NZDF personnel attests to the increasing awareness and importance of the NZDF joint doctrine development and management process. Currently, fourteen joint doctrine publications have either been approved or are awaiting approval, whilst twenty are under review. Continuing from last week’s introduction to the NZDF Doctrine Cell, this article focuses on some of the publications recently completed or under development as part of this process.

The leading example of NZDF-written doctrine is the capstone doctrinal document, the NZDDP-D Foundations of New Zealand Military Doctrine. This publication—first published 2004 and scheduled for Second Edition release in 2008—outlines the broad theoretical tenets guiding the conduct of NZDF operations. This document articulates the ‘proven’ strategic-level doctrine used in the NZDF. Accordingly, the NZDDP-D is essential reading for all NZDF personnel and those outside the NZDF who have an interest in how the NZDF operates.

Other recent ‘New Zealand-produced’ publications include the pending NZDDP 00.1 Command and Control in the NZDF. Until now, no single document has previously articulated NZDF joint command arrangements and terminology. Accordingly, the purpose of NZDDP 00.1 is to provide a guide to New Zealand’s national command structure, NZDF states of command, and NZDF operational command arrangements and terminology in one functional document. Having recently been approved for use as NZDF doctrine, this publication is scheduled for release in 2008.

Also of significance is the publication NZDDP 3.12, New Zealand Joint Special Operations Doctrine, scheduled for release in early 2008. Already approved by the Deputy Chiefs Committee as NZDF doctrine, NZDDP 3.12 breaks new ground in terms of openness about New Zealand Special Operations. The publication provides both philosophical and practical guidance to New Zealand Special Operations, integrating case-study vignettes that add context to a topic of extreme importance to New Zealand’s security and prosperity.

These publications, and others that the NZDF has—or is in the process of—‘adopting’ or ‘adapting’, are all located on the NZDF Joint Doctrine Web-site. Accessed under the ‘Publications’ tab via the NZDF intranet homepage (http://doctrine/), the web-site lists recent developments relevant to NZDF joint doctrine and provides access to joint and Service doctrinal publications. The web-site is, furthermore, a one-stop shop for explaining the NZDF joint doctrine process and the fundamentals of doctrine in the NZDF context. Of significance for the day-to-day user of doctrine is the wide range of joint and Service glossaries that may be accessed via the web-site. Finally, those in the position of writing doctrine will be interested to know that the web-site now provides access to a (draft) NZDF doctrine writing guide.

In summary, the NZDF joint doctrine management and development process has now begun in earnest. Its intent is the provision of high-quality publications that offer authoritative guidance to the conduct of NZDF operations. These publications, however, are ‘living’ documents whose content is continually refined by the NZDF’s men and women—many of whom are quickly becoming doctrinal specialists in the Service and joint arenas.

OTHER READER INQUIRY

An object found in the attic of an old industrial building in Marton has F/S Hank Hancock, Team Leader/FLT CDR for the Air Combat Force Disposal Unit (ACDFU), stumped. He asks if any of our readers can identify the mystery object and know what it was used for. He describes the object as: ‘a wooden cabinet about six feet long by about three feet high. Looking front on at it, it has three sections. The sections at each end have a glass door on them with the centre section having a carved Eagle on it with the words Royal New Zealand Air Force carved around the outside (it’s the same as what we used to have on our old shoulder flashes). The centre section has a pull out drawer underneath with the draw handle being a carved rising sun. On the top, it is also in three sections with the two end sections having an olive branch carved in to them. The centre top section is hinged and lifts up like a cocktail cabinet. Pass on any information directly to F/S Hancock or via the Air Force News – grant.carr@nzdf.mil.nz.
The ‘Red Checkers’ was the name given to the original official formation aerobatics team created in 1967. At that time the team flew the Harvard which was painted in a grey and red paint scheme. The team had a red checked pattern painted on the nose cowl. Over the years the aircraft changed from the Harvard to the CT4B Airtrainer (around 1976) painted in the same grey and red colour. In 1996 a project was carried out to test the best colour scheme in relation to visibility. One of each CT4 was painted in white, black and yellow and one remained the grey and red scheme. The outcome of the project was that yellow offered the best detect ability in the air and the yellow paint scheme was adopted as standard.

MR PETER ATKINSON, HOUSING OFFICER/RANGE WARDEN, FACILITIES MANAGEMENT SERVICES, JLSO PROPERTY GROUP, JOINT LOGISTICS SUPPORT ORGANISATION ASKED A PERTINENT QUESTION. ‘IF THE AEROBATICS TEAM IS NAMED THE ‘RED CHECKERS’ WHY ARE THE AIRCRAFT PAINTED YELLOW?’

W/O Ty Cochran, The On-Ground-Voice of the ‘Red Checkers’, Provides the Following Response:

The ‘Red Checkers’ was the name given to the original official formation aerobatics team created in 1967. At that time the team flew the Harvard which was painted in a grey and red paint scheme. The team had a red checked pattern painted on the nose cowl. Over the years the aircraft changed from the Harvard to the CT4B Airtrainer (around 1976) painted in the same grey and red colour.

In 1996 a project was carried out to test the best colour scheme in relation to visibility. One of each CT4 was painted in white, black and yellow and one remained the grey and red scheme. The outcome of the project was that yellow offered the best detect ability in the air and the yellow paint scheme was adopted as standard.

The historic name ‘Red Checkers’ was kept and the nose of the aircraft painted with the red and white check pattern. In 1998 the CT4B was replaced with the current CT4E model. All current aircraft carry the red and white checks on the nose, and for the display season the team are allocated an airframe which has their name marked on the left hand side below the canopy. During periods when the aircraft are not used by the team they are used as pool aircraft for PTS and CFS flying.

The man who flew the camera ship for the Red Checkers feature in our February issue was ex-RNZAF Aircraft Technician Jay McIntyre who reluctantly got out in April 2002. Jay now has his own aircraft restoration and maintenance company, JEM Aviation, based at Omaka in the new Aviation Heritage Centre Air Park. He specialises in the rebuilding of vintage, antique and warbird type aircraft. Jay says the skills learned and the training he received during his time in the RNZAF has stood him in good stead with customers worldwide. All photos in the Checkers feature were shot out of Jay’s Nanchang CJ-6. It was probably one of the few times a civilian aircraft has been allowed to fly formation with the Checkers. “It was certainly a buzz for both of us, not to mention bloody hard work!” says Jay.
RNZAF GOLD BADGE AWARDS

The RNZAF Sports Gold Badge is the ultimate recognition of consistent outstanding sporting achievement and long-standing service to RNZAF sport.

Recipients were: F/S V. Binding; SgT G. Kotua; SGT J. Berry; F/S N. Bhula; SQNLDR D. Butts; W/O V. Flanagan; SGT D. Grant; F/S D. Gulliver; F/S A. Hills; F/S G. Lippitt; FLTLT C. Searle; SGT M. Smith; W/O B. Freeman.

THE RNZAF CUP

The RNZAF Cup was originally presented by the Central Fund in March 1948 for the annual interstation athletics championships and was last awarded in 1970. At a meeting on 18 September 1985 the RNZAF Sports Committee approved the re-allocation of the RNZAF Cup for interbase competition. The trophy is awarded annually to the Base, which, by its overall performance in interbase competition throughout the year, is adjudged by the RNZAF Sports Committee to have promoted best the objectives of RNZAF sport.

Awarded to RNZAF Base Auckland.

RNZAF SPORTS TEAM OF THE YEAR

RNZAF Men’s Cricket Team.
FLTLT H.P. Madsen; FLTLT M.A. Whiteside; FGOFF G.T. Burman; FGOFF M.B. Chadwick; F/S A.M. Julian; SGT D. Grant; SGT D.A. Hamilton; SGT N.R. Hodges; SGT M.D. Robinson; SGT G. Whitley; CPL K.B. Bevins; CPL T.K. Chambers; CPL B.A. Cunningham; CPL C. Turkington; LAC D.C. Croucher; LAC D.J. Pugh; AC T.W. Redward; F/S P. Richardson (Manager); SGT D. Tidswell (Scorer); LAC B.J. Silvester (Umpire); MR R.J. McIver (Umpire).

RNZAF 141 FLIGHT TROPHY

The 141 Flight RNZAF Trophy was donated by 141 Flight RNZAF on 30 July 1989. The trophy will be awarded annually for the most outstanding achievement in sport by an RNZAF sportsperson.

Recipient: AC Amy Ensor

UNDER 23 SPORTSPERSON OF 07

Is awarded annually to the member making the most outstanding contribution to sport during the year.

Recipient: AC Tomina Apiti

FLAG TROPHY

The Flag Trophy was originally presented to the RNZAF Base Wigram Sportsperson of the Year award. The trophy was reallocated in 1995 for award to the RNZAF Administrator of the Year to recognise outstanding effort by non-playing sports officials.

Recipient: F/S Peter Richardson

LES SMITH MEMORIAL TROPHY

The Les Smith Memorial Trophy was donated by RNZAF Bases for award to the RNZAF Sportsperson of the Year. Flight Sergeant Les Smith was drowned whilst participating in an RNZAF Adventure Training exercise. During his service, Les Smith established a fine sporting record and was held in high esteem as a true sportsperson. The trophy will be awarded annually to the member making the most outstanding contribution to sport during the year.

Recipient: FLTLT Craig Searle
LES SMITH MEMORIAL TROPHY

RIGHT: W/O P. J. Smith and the RNZAF’s Maori Cultural Group welcome guests to the awards ceremony.

RNZAF 141 FLIGHT TROPHY: AC Amy Ensor receives the 141 Flight award for her representation in the NZ shooting team at the 2007 Oceania Games.

FLAG TROPHY: F/S Peter Richardson receives the Flag Trophy for his outstanding efforts as a non-playing sports official and administrator.

LES SMITH MEMORIAL TROPHY: FLTLT Craig Searle receives the Sportsperson of the Year Award.

UNDER 23 SPORTSPERSON OF THE YEAR: AC Tomina Apiti receives the Under 23 Sportsperson of the Year Award.
**Sweet is the feeling of winning the Auckland Dragon Boat Corporate Grand Final for the fifth year in a row. Even sweeter was the grand prize for the winners, 28K worth of travel from Cathay Pacific to attend the Hong Kong International Dragon Boat Festival, on June the 14/15 of this year.**

This is my 6th year with the crew and I have seen many faces come and go. The one thing that does not change though is the commitment and determination from everyone to be the best at what we do. Major Pain Coach Ben and Technical Advisor Coach Sugar have stayed with us for six years and still cannot understand how we manage to win every year, but really the training they make us do is both mentally and physically challenging which is something we seem to thrive and strive on.

We would like to take this opportunity to thank our reserve paddlers, supporters, family and friends, Base Auckland MT Section, Base Auckland Camp Pack Up, Base Auckland Education, Jodi our drummer who got dragged in at the last minute and Maki our sweep who we grabbed on the day in a last minute panic, as our normal sweep was unable to make the regatta as we found out 20 minutes before our first race.

We achieved our goal by bringing home the silverware, 28K prize and gold medals convincingly. Results of finals as follows (Note the times between the Open Division - The Big Guns - and the Corporate Division):

**Open Championship Final**

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<thead>
<tr>
<th>LANE</th>
<th>TEAM / SPONSOR</th>
<th>TIME</th>
<th>PLACE</th>
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<tr>
<td>1</td>
<td>Hamilton City Water Sports</td>
<td>1.07.83</td>
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<tr>
<td>2</td>
<td>KPC</td>
<td>1.10.15</td>
<td>2</td>
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<tr>
<td>3</td>
<td>Auckland Development Crew</td>
<td>1.13.65</td>
<td>3</td>
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<tr>
<td>4</td>
<td>Paddlebops</td>
<td>1.28.19</td>
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**Corporate Championship Final**

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<th>TEAM / SPONSOR</th>
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<tr>
<td>1</td>
<td>Air Force</td>
<td>1.09.33</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>North Shore City Dragons</td>
<td>1.14.82</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>Environment Waikato</td>
<td>1.15.93</td>
<td>3</td>
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<tr>
<td>4</td>
<td>Lion</td>
<td>1.16.39</td>
<td>4</td>
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</tbody>
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For this article the mature members of the club decided we needed some fresh comments from our ‘SKINS’.

**CPL Chevelle Ataera:**

How did you feel trying out a new sport?

I was really nervous at first, didn’t even know what the boats looked like or how to paddle. But because everyone is so supportive and encourages you, you feel like you’ve been a part of the team all along. Love having a civilian outsider coach, Ben just tells you how it is and what needs to be done.

Was this your first time experience at the regatta?

I didn’t know what to expect but with all the experience in the team my nerves were calmed by all the positive talk. Getting on the water for the first race, my heart was going for it and the adrenalin was pumping. It was an addictive feeling because I was just itching to get back out there. The hype surrounding the event was really good. The prizegiving and function was cool too. Go the 4 for $10 drinks!

What were your emotions/feelings on winning the Gold, Cup and the 28K for Hong Kong?

That was ultimate! Crossing the line and...
hearing the Air Force being named as the 2008 Corporate Winners was very surreal. I didn’t know whether or not I was going to die from exhaustion or cry with emotion - I think I died with a smile? [It was] really rewarding to see all our hard work resulting in such a great win. Very proud moment when we raised our paddles to acknowledge our supporters who were there backing us all the way.

FGOFF ANDREW BANNAN:

I’d watched Dragon Boating before and always wanted to give it a go. Joining a team of motivated paddlers made the learning experience heaps easier, and although the training sessions can be very intense the team atmosphere makes it enjoyable. Stoked that we took out the Corporate Championship final by such a big margin.

CPL SARINA HETA:

I used to dragon boat before I joined the Air Force, so I’ve had the experience in regatta’s and the hard out trainings. This competition was quite different though. I’m not a civilian and the prize has never been so big before. In my civilian team, we trained a lot. The Air Force team... Well, we hardly trained at all!!! So, when we actually won the gold medal... well... I was shocked... AND ON TOP OF THE WORLD!!!!

I did notice a huge difference this time. A lot of “ahuatanga” (feeling) was in the boat. I never felt this in the civilian teams ever before.

I guess our Air Force Vision does follow us everywhere... ‘We will be an Air Force that is the best in all that we do’

LAC RACHEL THOMAS:

Dragon boating is the biggest team event I have been involved in, with twenty people paddling a sweep and drummer. We all have to work together as a team to achieve our goal, to get to the end before anyone else.

I thought it was amazing how a group of people with all different stature could get together and form a great team in the water with minimal practice.

The ceremony at the beginning ‘awaking the dragon’ was amazing to watch. But I’d have to say the celebrating at the end once we knew we had won the gold and the money to go to Hong Kong would have to be my highlight. Everyone with smiles on their faces and wearing our gold medals, what an awesome sight.

PIKI AKE

It’s not quite over yet, now we really ‘Step it up’. The 29th of March will see us paddling at the 2008 National Dragon Boating Championships which are being held in Auckland at Lake Pupuke over the North Shore. If ever the Air Force has needed your support then this is the place and event where we are going to need it, so if you’re not doing anything that day come over to the lake, enjoy the sun, experience the atmosphere of hundreds of competitors from all over Aotearoa, and be prepared to watch some spectacular racing.

Watch for an article on this event with results in the next issue.

THE AIR FORCE 2008 AUCKLAND CORPORATE CHAMPIONS WERE:


IF YOU’RE NOT HURTING YOU’RE JUST SHIRKING
RTB, at the start line ready and raring to go.

Winners CMF, Pagey at the front giving it everything he had.

It didn’t take long for the group to disperse and for pers to start crawling.

THE HOBBY WHARF SEEMED TO BE GETTING FURTHER AND FURTHER AWAY

The comms boys going for it.

Shower time, many thanks to the fire section.
BASE AUCKLAND Getting Amongst It!

BASE AUCKLAND PERSONNEL GOT STUCK INTO THE EVENTS AUCKLAND PHYSICAL EDUCATION AND RECREATIONAL TRAINING (AK PE&RT) RAN OVER THE FIRST THREE MONTHS OF 2008. WITH THE SUN SHINING AND EVERYONE KEEN TO GET INTO THEIR NEW YEAR’S RESOLUTIONS OF LOOSING WEIGHT AND GETTING FIT FOR THE YEAR AHEAD THE ROADS, POOL, AND FITNESS CENTRE WERE HAMMERED.

RACE NZ
The year kicked off on 1 January with Race NZ. This great concept, developed by the one and only Warren Mant, has seen over 100 Base Auckland personnel running, cycling, and swimming down the country to Bluff (with a few still seeming to be stuck somewhere near the Cape…). So far we have had one two person team finish in an awesome 47 day effort. Congratulations to Hemi Poi Poi and Flea Orchard. Keep clocking up those kms team. We still have about 9 months for you to make it to Bluff!

TAKE THE STRAIN! PULL!
On 12 March fourteen teams competed in the annual Tug o’ War competition. No. 5 Squadron Maintenance had been winners three years running but 2008 was not their year with them being knocked out in their first two matches. Coming into the competition No.6 Squadron and No.40 Squadron looked like strong candidates to make the finals but failed to bring their Tug o’ War A games on the day. This year’s final was between CMF and AV Squadron. The final match was extended from 15 to 30 seconds. They battled it out showing the pain and determination on their faces (Pagey definitely not holding anything back). With veins popping out of their skulls the match was over and CMF was declared victor. But, since AV Squadron had gone through to the final unbeaten they still had life up their sleeves. So, they started too well. Our very own PT assistant Gus ‘Romeo’ George found the mud a little bit difficult and had to crawl the first 400 metres. Once at the Hobby wharf the fire section provided a shower to get all that mud off before heading back to Base.

ROUND THE BAYS FUN RUN
On 16 March 30 Base Auckland personnel woke nice and early (well all of us except for one who had to be picked up on Hobby Rd – not mentioning any names, Clay!) to join the 70,000 people running in Auckland City’s 8.4 km Round the Bays Fun Run. The Base Auckland crew got to the start line only 20 metres back from the start. The Prime Minister started the race and gave the Air Force a special mention as they ran past looking fit and healthy in their Air Force singlets and T-shirts. With thousands of people running it was a chance for young Mark Chadwick to practice his foot work as he dodged his way through the crowded streets. As the run progressed and the bodies started to heat up a refreshing run under the sprinklers and a quick drink saw everyone finishing the run. From the finish it was a quick walk up to Madills Farm reserve (apart from one who must have been sleeping on the bus ride in and missed Pricey explain where our marquee was) to enjoy a cold drink and a BBQ.

THE WRAP
AK PE&RT would like to thank all Base sections that have assisted us so far this year. Without your help we would not be able to successfully run such events. And to all the Base Auckland personnel: keep on getting involved in all Base events and inter-section sports on offer. You have all the facilities and help you need to keep you fit and healthy.
Reparations are well under way for the next 6-hour Mopedathon at Ohakea to be run on 10 May 2008. Run by the Ohakea Motor Sport Club, the Mopedathons are the brain child of FLTLT Lee Bradford, an ex-RAF engineer who recently joined the RNZAF.

FLTLT Bradford had been involved in a number of Mopedathons in the U.K, and was convinced RNZAF personnel would embrace the idea here as well. The concept is simple; teams of up to three riders, riding anything with two wheels, up to a maximum of 50 ccs, around a track for six hours...yes, SIX hours!

The inaugural Ohakea Mopedathon was organised and run by FLTLT Bradford in August last year and attracted thirteen teams. Everyone involved and most of the spectators realised the potential of the event and FLTLT Bradford was pressured into running another Mopedathon before the year was out. And so, on 16 December ‘Mopedathon 2’ was held at Ohakea.

By now word was out and 19 teams turned up to face the starter. The ‘race bikes’ included a pair of Suzuki RG50 bucket racers from the old bucket racing days, a number of traditional ‘step thru’ scooters including several from the 70’s, a mini dirt bike, two mini moto superbikes, and a couple of ‘choppers’. The bikes were as diverse as the dress of their riders. The serious riders wore full race leathers, while the even more serious turned up in tuxedos, complete with top hats and waitresses. Needless to say these guys won the award for the classiest team. In between were riders dressed in jeans, safari suits and even as Santa Claus!

The event was held on the tarmac between the MT yard and the No. 3 Squadron hangar. The track, which was put together by a large group of volunteers using a massive number of tyres and cones, took just under two minutes for the fastest riders to complete a lap.

The start was a sight to rival that seen at the Isle of Man TT. Using a Le Mans style start, riders had to run across the track to their bikes, start them and then negotiate the first corner crush – for all but one team that is, who cunningly avoided the first corner carnage by consuming a leisurely drink before getting underway. After several laps the race settled down and the riders all concentrated on mistake-free laps...or at least in theory anyway.

There was some fantastic racing out on the track, with many ‘battles’ lasting for lap after lap. Many of the riders competing had no motor sport experience prior to the event, and it was fantastic to see the reaction of riders pulling their helmets off after an action packed stint on track. It was also great to see the improvement in riding technique of many riders as the race wore on, and the corresponding reduction in lap times. Of course, some pushed too hard, with most teams suffering at least one ‘off’ during the race. The only significant casualty of the day was FGOFF Trish O’Neil, who fell and broke her wrist...before the race even started! We all hope you at least make the start line next time Trish!

Pit stop strategy was left up to the teams. Some teams went for the ‘stay fresh’ approach and opted for 20 minute stints, while others went for longer stints to cut down on time spent in the pits. Many teams were serious about their pit stops, with some bikes only stationary for two or three seconds during rider changes. Others preferred to stop for a drink and a yarn! Safety was a key consideration on the day, and with a pit lane that was busier than the Indy 500 a strict walking pace was required for any bike traversing pit lane. Bikes were also required to be switched off during refuelling. And talking of being busier than the Indy 500 pit lane, it looked better too. The 3 Squadron social club provided a BBQ, and a large clock displayed the elapsed race time to competitors and spectators.
Of course the pit lane was also home to frenzied mechanical activity, as bike after bike suffered some sort of breakdown during the race. However, in true kiwi style most broken machines were quickly patched up and returned to the track to continue the great race.

After four hours of racing the FICWITS racing team enjoyed an eight minute lead on their Honda Dio scooter, helped in part by the second place Knight Riders team losing three minutes after an on-track incident broke the clutch lever on their RG50. However, a broken ignition wire on the Dio cost the FICWITS 13 minutes, and the Knight Riders swooped into a five minute lead, only to lose several more laps to a faulty gear change lever. With tension mounting by the lap, time ran out for the fast closing FICWITS, and the Knight Riders won by 30 seconds! Yes, after six hours of racing the top two teams were separated by just 30 seconds! They were followed over the line by another twelve teams who were still running after six hours – a remarkable feat on bikes mostly designed for old ladies to go shopping!

The winning team was made up of a brace of three Ohakea-based Commanding Officers, WGCDRs Russell Mardon, Darryn Webb and Ian MacPherson, who proved that rank is no barrier to fun at Ohakea! WGCDR Mardon said the Mopedathon was ‘an awesome event that drew a large number of people, be they riders, support staff, spectators or sausage chefs!’ He went on to say that ‘above all else the event was just a whole lot of fun.’ A prize giving followed the event, and then in the true spirit of the Mopedathon the track was dismantled by all participants in less than half an hour.

Such was the success of both Mopedathons the Ohakea Motor Sport Club was presented with a Base Sports Officers Certificate of Merit at the 2007 Ohakea Sports Person of the Year awards. The Ohakea Base Sports Officer, SQNLDR Kelvin Read, said: ‘The Ohakea Mopedathons not only captured the imagination of all Base personnel, irrespective of age, rank, mechanical background or riding skill it also ended up being the largest single sporting activity run at Ohakea in 2007. Participants and supporters of the Mopedathon enjoyed an outstanding day’s entertainment where team work and the camaraderie of the sporting activity further displayed the high levels of morale and sporting spirit of Base Ohakea. The Base is once again eagerly looking forward to the next instalment of the Base Ohakea Mopedathon.’

Everyone involved in Mopedathon 2 left the event buzzing, and the most commonly asked question heard that afternoon was ‘when is the next one’? And the answer to that is Saturday May 10 2008. Entries are being taken now via e-mail to SQNLDR Shaun Clark.

The rules are simple...no more than two wheels, no more than 50cc’s, and no more than three riders. Participants must also be NZDF employees.

While there is not long now before this event kicks off, there is still plenty of time to find yourself a race bike. Trade Me has plenty on offer, and who knows, you might even find something hiding at the back of your grandmother’s garage!
ON THE WEEKEND OF MARCH 15-16, THE 2008 REUNION OF THE 75 SQN NZ ASSOCIATION WAS HELD IN AUCKLAND.

Aircrew, airmen, family and associate members gathered for events at the Copthorne Hotel, RNZ Yacht Squadron and MOTAT2 to share memories of the Squadron’s personnel and their achievements and exploits from 1916 to disbandment in December 2001.

A remembrance service for past and fallen Squadron members was held beneath the Avro Lancaster at MOTAT2 on the Sunday morning, which had special significance for more than a few of the veterans present who had flown in this aircraft type over enemy territory during WWII. Members of the Association came from all over New Zealand with several from England and Australia. The reunions are held every two years, where 2006 was at Wigram, and 2010 being planned for Palmerston North. The Friends of the 75 SQN UK ASSN will hold their reunion in June this year, so several NZ members are planning to be in England for that function. A comprehensive history of 75 SQN RFC/RAF, 75(NZ) SQN RAF and 75 SQN RNZAF is being compiled by several dedicated veterans, with presently some 6,000 names of personnel who once served on these units.

Email 75sqn.assn@windowslive.com for more information, membership or historical contributions.

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ONE OF THESE MEN IS DEADLY. THE OTHERS, FRIENDLY.
If you are expecting a technical book about seaplanes or a treatise on the exploits of the RNZAF this probably isn’t quite the book for you*. Rather, RNZAF Social Historian Bee Dawson has painted a multi-faceted picture of Hobsonville from its earliest days as a gum digging site, a pottery, and later a market garden through its slow pre-war growth as a seaplane station, its heyday as a wartime station and its eventual amalgamation with the RNZAF’s nearby Base at Whenuapai.

Along the way Bee Dawson has again produced a detailed social profile of Hobsonville community and an important part of Auckland’s history. She interviewed many of its former personnel digging up fascinating anecdotes and personal observations (including mention of Scandal Alley) that give the book its colour.

It was way back in 1924 that the Annual Defence Report noted the need for an aircraft station at Auckland: ‘Both seaplanes and landplanes are essential for the defence of the commercial port.’ But it was not until 1928 that the building programme began in earnest under the supervision of the station’s first Commanding Officer Major (later SQNLDR) Len Isitt. Initially he was the only officer at Hobsonville and was assisted by three CPLs (all named ‘Bert’). While construction of the new station continued apace in the late 1920s the Great Depression limited military spending. The ambitious building programme petered out leaving facilities at the Base bleak to say the least for the men posted to Hobsonville – no recreation room, no fire and a 300-yard walk to the latrine.

By the mid-1930s the building programme was picked up with renewed vigour. With the arrival in New Zealand of WGCDR Ralph Cochrane in 1936 the Government of the day and the Air Force were galvanised by his forceful report proposing a complete reorganisation.

The outbreak of war in 1939 overtook events so completely that it saw ‘Hobsonville erupt into activity’ says Dawson. The threat of war in the Pacific served to further underline the need to put the station on a war footing. It was to play a central role in assembling new American aircraft for use in the Pacific theatre.

Crucial to the seaplane station’s functioning was its Marine Section which, with 36 watercraft of all shapes and sizes, serviced the seaplanes and barges in the busy harbour. Former Coxswain Colin Armiger recalled the complexity of the Marine Section’s job: ‘When you think of the Marine Section, just think of what would happen on an airfield. Everything they did on land, we did.’ Fittingly the Marine Section is holding its reunion on 16 and 17 August 2008. No doubt many of the memories, anecdotes and characters in this book will be recalled at that get together.

A significant factor in Hobsonville’s unique character was its isolation from Auckland. With very limited road access and water borne access the norm rather than the exception personnel and locals were drawn together into a close-knit community. They had to make their own fun and rose to the challenge accordingly. Officers and enlisted men and their families spent much of their leisure time together. Locals say the Base enriched their community. ‘We were allowed to use what they had, like their swimming pool, tennis courts, picture theatre and chapel,’ recalls Dawne Laurenson.

Mrs Bee Dawson’s third book on Air Force history is a pleasure to read and an excellent contribution to the Air Force’s and Auckland’s social history – well-researched, readable, with plenty of historical photographs, maps and diagrams. Mrs Dawson has come up with a thoroughly professional and apt history.

The book will be retailed by the RNZAF Museum, AFCC and RNZRSA. The books will retail through these outlets at a special price of $30 per copy.

* Paul Harrison (in association with Brian Lockstone and Andy Anderson) provides an excellent account of flying boats and their exploits in The Golden Age of New Zealand Flying Boats, Random House New Zealand.
HOBSONVILLE
OLD BOYS REUNION 08

HAVE YOU EVER SERVED AT HOBSONVILLE OR WHENUPAI AIR BASES? IF SO, YOU MAY BE INTERESTED IN RECEIVING INFORMATION ABOUT THE ANNUAL HOBSONVILLE OLD BOYS REUNION PLANNED THIS YEAR FOR SATURDAY 10 MAY.

Contact Peter Burch on Ph: 09 2744683/09 5248359 or email your contact details to execelect@wave.co.nz.

REUNION WARNING ORDER!

Initial preparations are now underway to hold the above reunion at Arena Manawatu, Palmerston North, during Labour Weekend 24 – 26 October 2008.

The reunion is open to all ex-cadets, ex-cadet staff, and their wives or partners. Widows of ex cadets also welcome.

Please contact the following association committee members to indicate your interest and to request further information.

SECRETARY: TRISH HEIKOOP
Ph: (09) 577 4306 E: heikoop@xtra.co.nz

TREASURER: DON ROLLE
Ph: (09) 298 8176 E: donald_rolle@clear.net.nz

RW - 09
MAY 08

Nominations will open 02 Feb 08

FOR ALL ENQUIRIES:

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What’s in a name? What’s in a number? The RNZAF’s operational Squadrons and associated support Squadrons and units form today’s No. 485 Wing. But why 485? The answer lies in a wartime Squadron with mainly New Zealand pilots and RAF groundcrew, No 485 Squadron Royal New Zealand Air Force. The 485 Squadron crest (a Maori warrior holding a Taiaha) and motto Ka Whawhai Tonu (we will fight on) were adopted by RNZAF Strike Wing and subsequently, with the demise of that Wing, by the Wing that commands all operational units when No 485 Wing was established at Auckland on 1 July 2002.

No. 485 Squadron was formed at RAF Driffield in Yorkshire on 1 March 1941 with Spitfire Mk 1s and its history is well told in a number of books. The Squadron disbanded in 1945 having flown Spitfires of various marks, but so strong is the Squadron spirit that the remaining pilots still get together every year to renew old friendships and share a tale or two.

No. 485 Wing is jealous of its heritage and keen to foster its close relationship with No 485 Squadron, so when approached to host the 2008 reunion it jumped at the chance. The reunion took its usual format with a ‘meet and greet’ on the Friday evening, a ‘formal’ lunch on the Saturday and an ‘informal’ lunch at a private residence on the Sunday. The number of Squadron members attending these reunions has of course reduced over the years, but with wives and sons and daughters swelling the numbers, over 30 were able to attend.

Guest of honour at every reunion is the Patron of the No 485 Squadron Association Sir Tim Wallis. Sir Tim is famous for, among other things, forming the Fighter Pilot Museum at Wanaka and is a very dedicated Patron, taking a very keen interest in the activities of 485 Squadron. Host for this year’s reunion was GPCAPT Edward Poot who has recently assumed command of 485 Wing. ‘The reunion was a wonderful opportunity for 485 Wing staff and I to meet the members of No 485 Squadron from which the Wing takes its name,’ GPCAPT Poot said. ‘I value highly the heritage we derive from No 485 Squadron and I am keen to reinforce this link.’

The lunch in the Officers Mess took place on 1 March exactly 67 years after the day the Squadron formed. Harvey Sweetman was one of the pilots there on that day and he was at the lunch to tell about the earliest days of the Squadron that were marked by some pretty intense training as many of the pilots were very inexperienced (Harvey had 14 hours on Spitfires when he joined the Squadron). To reinforce the relationship from the 485 Squadron perspective, No 485 Squadron Association presented No. 485 Wing with a painting of two Spitfires signed by all the pilots present at the reunion. The presentation was made by SQNLDR John Pattison DSO DFC (Rtd) the Commanding Officer of the Squadron in 1944. Following lunch the veterans were shown over an Orion by WGCDR Logan Cudby, CO No. 5 Squadron and a team from the Squadron. As single seat fighter pilots the veterans were impressed by the diversity of crew positions and roles. One remarked that he had flown once as a navigator in a Mosquito, the only time he had been airsick!

Lunch on the Sunday was hosted by Doug Brown at his lovely home in Auckland, another wonderful gathering and a fitting finale to a memorable weekend. No 485 Squadron intend to meet again next year in Taupo – Ka Whawhai Tonu.
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