ORION IN UN MISSION
ON TARGET AT EX BULLEYE
NEW CAF TAKES COMMAND
As I write this First Word it is my first week in command of the Royal New Zealand Air Force. I want to say a special thank you to the outgoing chief, Air Vice-Marshal Tony Davies, for his energy and commitment. Luckily for the NZDF he has not gone too far, and we now have the benefit of his experience and leadership as Vice Chief of Defence Force.

Over the last few weeks I have received many messages from people who are either serving, or have previously served, or are connected in some way to the RNZAF. Some talk about their experiences of decades ago. Some mention current operations. Others discuss new capabilities in the pipeline. One thing is clear: many Kiwis feel a bond with their air force across past, present and future. We’re a force that exists in all three of those domains.

Our past is a tapestry of distinguished service records and colourful stories. It weaves together the iconic (right now we are marking the anniversary of the Battle of Britain) with the everyday (I recently received a nostalgic email from an ex-serviceman who recalled delivering mobile toilets to tented camps – it was the people aspect he was remembering fondly!). Many threads are personal: my own father joined as a boy entrant in 1956 and died young. All of us in some way are custodians of the RNZAF’s memories.

In the present our focus is of course on our operations. This month we have an Orion deployed to Japan to support UN Security Council resolutions on North Korea. In the Middle East our Hercules has been supporting coalition operations since May. Here at home and in our immediate region we are working with and for partners and neighbours every day. We train, we operate, we support, we deliver – sometimes separately or all at the same time. We are flexible.

Looking at the future, further role development within our new helicopter fleets is progressing well. Major work is now underway to replace our large fixed wing fleets, starting with acquisition of the Boeing P-8. All told, it’s a generational overhaul in capability. We have to prepare ourselves for this change and take a disciplined approach to the transition. We’ll balance our other priorities so that we do.

My role as Chief of Air Force (CAF) is to lead the RNZAF, but each of us has a responsibility as part of the team. We are all owners of our past, present and future and we all have a voice – we must all use it.

It’s a great honour to have the opportunity to lead our fantastic team. I look forward to working with all of you during my time as CAF.

Per ardua ad astra. Ko te Tauaarangi o Aotearoa matou.
P-3K2 Orion has been deployed to support the implementation of United Nations Security Council (UNSC) resolutions that impose sanctions against North Korea. The operation, which began last month and finishes this month, was announced by the New Zealand Government. Minister of Foreign Affairs Winston Peters said New Zealand was firmly committed to an enduring peace on the Korean Peninsula.

“We welcome the recent dialogue North Korea has had with the United States and South Korea. However, until such time as North Korea abides by its international obligations, full implementation of the United Nations Security Council sanctions resolutions will be essential.”

This operation will see a P-3K2 undertake maritime surveillance over international waters in North Asia. The aircraft will be based out of Kadena Air Base, Japan. Minister of Defence Ron Mark said New Zealand would coordinate efforts with partners to counter North Korea’s maritime activities that contravened UNSC sanctions, in particular its use of ship-to-ship transfers.

Sanctions resolutions against North Korea were unanimously adopted and supported by permanent UNSC members. Chief of Defence Force Air Marshal (AM) Kevin Short said the P-3K2 was a “perfect platform for conducting surface surveillance”.

“We can record and monitor what is going on and because of that we can gather information that can be passed back to the United Nations. It’s up to the UN and its team to decide whether sanctions are being broken.”

It was similar to fisheries patrols the aircraft were already undertaking around New Zealand, he said. Ship-to-ship transfers would most often involve petroleum being transferred from a ship coming into the region to a North Korean vessel, AM Short added.

“There’s limits on the amount of petroleum and fuels as part of the sanctions – they’re obviously allowed an amount of fuel but if they go above that, then they are breaking the sanctions.”

AM Short said the operation had little risk because the aircraft was flying in international air space over international waters.

“It’s not a conflict zone, it’s happening in an area where anyone can operate.”

A crew of 44 made up of flight personnel, maintainers and an analysis team would be deployed for the month-long operation. The New Zealand Defence Force currently has six personnel in total deployed to the Republic of Korea. Two of these are officers based in the demilitarized zone.
NZDF Inspects 23 Vessels in Multi-National Patrols

The New Zealand Defence Force (NZDF) inspected 23 foreign-flagged fishing vessels on the high seas as part of joint maritime patrols it conducted recently with three other countries.

Joint Forces New Zealand Commander Major General Tim Gall said offshore patrol vessel HMNZS Otago and a Royal New Zealand Air Force P-3K2 Orion aircraft supported the maritime surveillance operation with the three other member-countries of the Quadrilateral Defence Coordination Group (QUAD) – Australia, France and the United States.

In this year’s operation, fishing vessels were inspected on the seas surrounding New Zealand’s northern Exclusive Economic Zone boundaries.

“The four countries working together on this monitoring, control and surveillance operation reflect the regional solidarity to sustainable high-seas fishing,” Major General Gall said.

Flight Lieutenant John Brereton said the Orion crew patrolled the high seas pocket to the west of the Kermadec Islands.

“We had a New Zealand Fisheries Officer on board, and she was able to provide valuable intelligence about the vessels that were of particular interest to the Op Nasse fisheries agencies.”

Over two days the crew gathered information on all vessels of interest in the area, as well as locating a few vessels that the fisheries agencies had little information about, he said.

“All of the intelligence we obtained was then fed back to the relevant fisheries agencies, as well as to HMNZS Otago – who conducted boarding operations to verify the vessels’ compliance with fisheries regulations.”

Lieutenant Commander Lorna Gray, the Commanding Officer of Otago, said the vessels were inspected by an inter-agency team that included authorised inspectors from New Zealand’s Ministry for Primary Industries and the United States Coast Guard.

MPI Manager for Fisheries Compliance Greg Keys said the key objective of the operation was to better understand fishing practices and ensure compliance with the Convention on the Conservation and Management of the Highly Migratory Fish Stocks in the Western and Central Pacific Ocean and the conservation and management measures adopted by the Western and Central Pacific Fisheries Commission (WCPFC).

Lieutenant Commander Gray said the involvement of an authorised inspector from the United States maximised the use of WCPFC-trained inspectors and enhanced the effectiveness of the WCPFC boarding and inspection procedures, so it was a big boost to have a United States Coast Guard authorised inspector who could speak five languages on board.

“This year’s operation was an opportunity to further develop information sharing and provide a coordinated approach to high-seas boarding and inspections with our QUAD partners,” she said.
The Royal Australian Air Force (RAAF) and the Royal Canadian Air Force (RCAF) arrived in New Zealand recently to take part in a tactical air transport exercise with crew and aircraft from No. 40 Squadron. The highlight of the week-long event was a battle to win a competition to find who could most accurately drop a load on to a target in the timeliest fashion. The Kiwis jumped at the chance and absolutely smashed it, winning the top prize.
Alongside our C-130H Hercules, the RAAF brought a C-130J Hercules and a C-27 Spartan, and the RCAF flew two C-130J Hercules over for Exercise Bullseye, held at Base Ohakea.

The drop zones were at Waipoua and Raumai, near Ohakea, but the aircraft crew also practised tactical flying around the South Island during the event.

Detachment Commander for the C-130 crew Flight Lieutenant (FLTLT) Matt Hansen said during the tactical flying around the mountains, “you feel pretty small”.

“Some of these mountains are up above 8000–9000 feet and some of them go down to almost sea-level. You do need to have your wits about you – you need to plan ahead, to be able to out-climb the terrain, especially in the worst case if we do lose an engine.”

Undertaking the air drops involved crew coordination, he said. “An air warfare officer runs the drop. Every minute they give updates running into the drop zone and with about five seconds to go they’ll warn the loadmasters and they are poised, ready to cut the load away.

“As soon as we’re over the right point they’re going to call the ‘green on’, which is the signal for the co-pilot to turn the green light on and then the load will either get automatically cut through or the loadmaster will release the load and it should land on the drop zone.”

The highlight of the exercise was the accuracy competition between the countries, because whichever country won would have bragging rights, FLTLT Hansen said.

“But ultimately they will win a trophy that has been passed down. Going in the Canadians had it, so we were pretty keen to win it back.

“It has been a while since we’ve run Exercise Bullseye but it is a bit of a light-hearted competition and there is a bit of friendly rivalry between the other nations.”

RAAF pilot Tomas* said before the event the exercise could be best described as a “sports carnival for the military” and he reckoned the Aussies’ chances of winning the trophy were “quite high”.

“I reckon the Kiwis’ chance of taking it are as good as the Wallabies’ chance of taking the Bledisloe.”

His crew had been practising air drops and tactical sequences.

“It’s been really fun. The routes that we’ve planned have been really interesting – through the mountains in the South Island, an unforgettable experience. The airdrops have all been a really worthwhile experience.”

No. 40 Squadron loadmaster Sergeant (SGT) Dave Cresswell said it was a great to be working with our international friends again.

“Working with the Australians is like working with your family because a lot of these guys we serve with in the Middle East, we do humanitarian relief with them around the Pacific and we’re always exercising together.

“So it’s catching up with old friends and sharing ideas and information between the squadrons.”

*Surname not used for security reasons
Three SH-2G(I) Seasprites left their marine comfort zone to train among the South Island Alps. The mountains bring different flying challenges and it’s important for No. 6 Squadron crew to understand those conditions when they undertake tasks including bringing supplies to the mountainous Raoul Island in the Kermadecs.

Seasprite pilot, Acting Squadron (A/SQNLDR) Leader Taylor Berriman joked it was like being “a fish out of water”.

“Mountain flying is definitely not at the top of our list of one of the things that we regularly do in a Seasprite, but it’s important – particularly for the pilots to practice the skills you need in the mountains because there are time when we’re on board a ship and have to fly in areas that have similar conditions.”
A lot of the challenges were around how changeable the weather could be and the high flying altitude, he said.

“When we do approaches at around 7000ft at the peaks of some of the mountains, the aircraft is operating at a level where it’s approaching the limits of what it can handle.”

Working with LandSAR and NZ Police personnel also contributed to the training, A/SQNLDR Berriman said.

“It’s landing near DOC huts, so we’re getting training out of the mountain flying techniques. It’s also quite good to have practice flying more people on board too. There’s the additional consideration that we’re not only flying in the mountains, but we’re doing a job in the mountains.”

LandSAR Marlborough Group Training Officer Shaun Crabbe said the benefit of using the Air Force or Navy helicopters gave them wider capability to get to harder to reach areas.

“It’s also good to keep up communication between LandSAR and the Air Force and the Navy. It gives our members more exposure to operational training that we wouldn’t normally get.

“It’s all about working together as a team – especially during disasters like the Kaikoura earthquake where we had a training weekend with the Base Contingency Force at St Arnaud that very weekend and then on the Monday we were working together again doing welfare checks.”

LandSAR Marlborough chairman Peter Hamill said they never know where they’re going to be deployed and what the circumstances are on any given day, so keeping up with the helicopter training was vital.

“This is a good opportunity, especially if there is a full-on disaster the resources are there to be used. “Hopefully it doesn’t happen, but this is why we train – just in case it does.”

Senior Constable Al Hendrickson from Blenheim Police said it was important for different agencies to work together because everyone has different assets that can be brought to an emergency situation.

“So it’s handy to know what resources can be provided. It’s good that we work together and I think we should work more together.”

It was also helpful to understand the capacity of the different military helicopters, he said.

Leading Aircraftman Muruahi Komarkowski-Simpson was one of the maintainers on the exercise. He said maintaining the helicopters in the mountains utilised different skills than his usual work.

“Being next to the ocean there are lots of corrosion issues with all the salt spray – so we haven’t needed to do as much of that kind of work.”

The large number of helicopters and crew meant a lot of “turnaround servicing”.

“The evening shift can stay up quite late to ensure the helicopters are ready to go in the morning. The day shift goes from 7am until 3pm and the evening shift goes from 3pm until the helicopters are good to go.”

It’s unusual to have so many frames and personnel take part in this exercise, so it was pretty busy, he said.
For nearly a quarter of a century trampers, wanting to cross Opihi Gorge in South Canterbury, had to go cautiously down the jagged rocks, cross the river and clamber up the other side.

But now, after a three-year community campaign led by the Fairlie Lions Club and with support from local businesses and the New Zealand Defence Force, a 14.6m bridge has been installed 12 metres above Opihi River, re-establishing the once-famous 13km track linking Opihi Gorge Road with Raincliff.

NH90 pilot Flight Lieutenant (FLTLT) George McInnes said an NH90 lifted the 1.8-tonne bridge from a nearby paddock to the gorge.

“We are pleased to support the community here in Fairlie and the Mackenzie Country. With a new bridge now in place, residents and trampers will again have a safe way of crossing the river,” he said.

The original bridge, which was built in the early 1980s, was washed away by a flood in 1994.

Fairlie Lions Club secretary Norman Blakemore said there had been no bridge to cross the gorge on for 24 years.

“The Fairlie walking track used to be very popular and we hope that trampers will rediscover it now that a new bridge has been installed,” he said.

“The value of the NZDF’s support is incredible. We got the entire community supporting us but after we built the bridge our problem was – who could lift it? So many thanks to the Defence Force for getting behind our project.”

FLTLT McInnes said the task, which involved flying down the narrow gorge, provided the crew an opportunity to practise their skills in airlifting heavy and irregular underslung loads.

“Loads of this type can be challenging to rig and fly safely because of their potential to swing or spin during flight if they are not balanced properly,” he said.

“At almost two tonnes in weight, the bridge is towards the upper limit of what NH90 helicopters can lift so a high degree of skill is required by all those involved in the task.”

FLTLT McInnes talks to soldiers from 5 Movements Company and Fairlie Lions Club members
A project by the Cook Islands authorities to restock the public library in the South Pacific country’s capital and set up satellite libraries in the outlying islands received a boost with about a tonne of donated books, recently delivered by the New Zealand Defence Force (NZDF).

Air Vice-Marshal Andrew Clark, who was the Air Component Commander at time of writing, said a Royal New Zealand Air Force C-130 Hercules, on a scheduled flight to the Pacific, delivered the books to Rarotonga.

“We are pleased to support this noteworthy project,” he said.

“We all know the value of a library, and the way in which a good book opens new worlds and possibilities for us. We hope that with the delivery of these books, these experiences will continue for the people of the Cook Islands.”

Cook Islands Library and Museum manager Jean Mason said the donated books from the Otaki Rotary Club and the Air Force’s assistance in transporting them were “a tremendous gift” to the Cook Islands.

“A metaki ma’ata (huge thanks) to the NZDF and the Rotary Club of Otaki,” Ms Mason said.

“This shipment of books is great for Rarotonga locals and visitors alike, and even greater for the outer islands of the southern group where we intend to set up several public libraries.”

Due to prohibitive freight costs, it had become increasingly difficult to source books in bulk from overseas, she said.

Otaki Rotary Club President Warren Irving told Cook Islands News the books were about 80 per cent fiction, with a reasonable number of sports books as well.

The NZDF sometimes tasks Air Force aircraft and Royal New Zealand Navy vessels on scheduled trips to the Pacific to deliver books and other charitable freight across the region.

The Hercules aircraft that delivered the books to Rarotonga picked up aircraft equipment used in the Exercise Rim of the Pacific in Hawaii.
No. 3 Squadron crews have been working with the New Zealand Army in the live-firing exercise, Sari Bair, based at Waiouru.

With the exercise located so near to Base Ohakea, the squadron has had the perfect opportunity to surge in and out with as many NH90 helicopters as the exercise scenario requires.

The event has given the squadron the opportunity to practice NH90 emplane/deplane drills, troop insertion/extractions and aeromedical evacuations.

NH90 pilot Flight Lieutenant (FLTLT) Lindsay Johnstone said it continued their training and building on the battlefield support.

“It’s conducting air mobility with the Army and I guess the kind of key one with Sari Bair was the live-firing exercise – so the integration with the helicopters amongst the live-firing exercise and the RPAS (remotely piloted air system) that the Army is using.”

It’s was always great to work with the Army, they were the squadron’s biggest customer, FLTLT Johnstone said.

The exercise area was dry, arid land, coated with dust, which had its own challenges for flying in.

“The dust on some of those landings was pretty thick. The biggest thing for us as operators is being able to see when we land. The helicopter itself is equipped to work in a dusty environment.”

No. 3 Squadron also used the exercise as an opportunity to upgrade some of the crew’s qualifications in the combat role as well, he said.

“So that was an added benefit to the squadron.”
The Air Force has stepped up its support for a national multi-agency programme to tackle the threat posed by the spread of wilding pines.

An A109 helicopter was deployed recently to help survey about 150,000 hectares of public land from Blenheim to the north of Hanmer Springs for the presence of the trees, also referred to as wilding conifers, (then) Air Component Commander Air Commodore (AIRCDRE) Andrew Clark said.

The survey was conducted in support of the National Wilding Conifer Control Programme led by the Ministry for Primary Industries (MPI).

The NZDF had its own programme to prevent the spread of the trees in defence-owned land and had a representative on the Wilding Conifer Governance Group chaired by MPI, AIRCDRE Clark said.

“Our Defence Force has been contributing to this campaign, which has significant economic and environmental implications.”

Pines and other conifers offer shelter and opportunities for recreation and income if they grow in the right place. However, they become a pest if allowed to spread, infesting farmland, native ecosystems and water catchments.

National Wilding Conifer Control Programme manager Sherman Smith said like most pest-control efforts, preventing the spread of wilding conifers involved long-term collective efforts by landholders and other stakeholders.

“This means everyone working together today and being committed to sustain these efforts into the future,” he said.

The programme, which was launched in 2016, also involves the Department of Conservation, Land Information New Zealand, regional councils, private landholders and community trusts. So far it has protected more than two million hectares of high country, including farmland and conservation areas, from wilding conifer spread.

More information about the programme’s work in controlling the spread of wilding conifers is available at www.wildingconifers.org.nz.
A large painting of Caravaggio’s Saint John the Baptist in the Wilderness hangs in the office of the Air Force’s newest Chief of Air Force, Air Vice-Marshal (AVM) Andrew Clark. On the opposite wall is another large oil painting in the same style as the famed Italian artist. Both were painted by the new Chief and they are spectacular. AVM Clark sat down with Air Force News and spoke about his family, art, Air Force career and the future of the service.

AVM Clark recently took over the Chief of Air Force role at a Change of Command Parade at Base Auckland last month. He was presented with Te Pokairewa, the Chief of Air Force Kahu Huruhuru (cloak) and a P-3K2 Orion performed a fly past to salute the incoming Chief. AVM Clark cut his teeth in the Orion as a Navigator at No. 5 Squadron, but his association with the Air Force began when he was a small child. His father, Jack Moon, joined as an aircraft mechanic where he worked for a time with No. 75 Squadron.

His father’s passion for aviation rubbed off on both AVM Clark and his older brother Chris, who also joined the Air Force and served as a C-130 and B757 pilot. Sadly, when AVM Clark was just 6-years-old, his father died from cancer at the age of 35.

“The loss of my father cast a long shadow in many ways. His passion for aviation definitely stuck with me.”

AVM Clark’s mother was later remarried to a supplier in the Air Force. That marriage resulted in the now Clark family moving to Bulls and Christchurch for postings to Ohakea and Wigram, continuing AVM Clark’s early exposure to the Air Force. Initially planning to study law at Canterbury University, AVM Clark realised that that future didn’t really excite him.

“But I really wanted to give the Air Force a go, and here I am.”

Walking into a recruitment office, AVM Clark was greeted by a recruiter, now the current Chief of Defence Force Air Marshal (AM) Kevin Short, who encouraged him to apply to be a navigator.

AVM Clark took that advice and after graduating in 1988, began his career with No. 5 Squadron.

International events were moving quickly at the time.

“When I first arrived on the squadron it was still the Cold War, so it was all about the Soviet Union, and then the wall in Germany came down and you had quite a different security situation. The flying was wide ranging, from international maritime warfare training to regional surveillance.”
He found the most meaningful activities were operations involving search and rescue (SAR).

“They were emotional – if you come back and it was unsuccessful or you’ve found people dead at sea, which can be grim. But it’s also pretty amazing when you’ve helped rescue survivors; that’s exhilarating and rewarding.”

As a Squadron Leader, AVM Clark was the Personal Staff Officer to the then Chief of Air Force, AVM Don Hamilton, when the Government disbanded the air combat force.

“To look at the politics both internal and external around that time was distressing, but fascinating. I learned a lot about the nature of our political and strategic relationships.”

Upon his return to No. 5 Squadron, the Squadron was undertaking its first deployment to the Middle East. AVM Clark notes that although his command of the second rotation offered the respite of the winter season, the harsh environment proved a challenge for both the aircraft and personnel.

“The first detachment up there was in the heat of summer; it was 50°C out on the ramp. The soles of people’s boots were melting so we had to order a whole lot of different boots to match the conditions. We had to find ways to keep the aircraft cool and we had to be really good with cleanliness because the sand got everywhere – the vacuum cleaner came out a lot! As an Air Force we have adapted well to that environment over a number of subsequent deployments.”

AVM Clark’s time at No. 5 Squadron culminated in his role as Commanding Officer, following which he took on a diverse range of senior roles which included Defence Advisor to India, Director of Defence Intelligence, Deputy Chief of Air Force, Assistant Chief of Capability and Air Component Commander.

It was through the Air Force that AVM Clark met his future wife, Tricia. They met in Christchurch at a winter ball while AVM Clark was in the city for a course. They married in 1995, with a late wedding venue change testing their teamwork from the beginning. “It’s already a stressful environment, getting married, let alone having the venue go under just three days before. We never thought we’d marry in a car museum of all places, but there you go!”

The pair have two children – Josie, 21 and Jack, 19. Josie is currently developing a career in the music industry, while Jack is studying computer science and psychology at Canterbury University. AVM Clark is clearly very proud of his family and relishes his role as a Dad.

AVM Clark pays homage to his father’s surname when he paints, signing his works ‘Andrew Moon’. Looking at his copy of Caravaggio’s work, AVM Clark said the original piece hung in a Kansas gallery that he did not think he would have a chance to visit.

“So I thought I’d just paint my own,” he said.

AVM Clark’s passion for painting is indicative of the importance he places on creativity and balancing life’s pursuits with the demands of work. He is quick to note that the two needn’t be mutually exclusive.

“Creativity and diversity of thought are so important to the success of the Air Force, and people’s life experiences are key to making us better as an organisation.”

Looking to the future, AVM Clark is excited about the generational change in capability currently underway. With preparation for the arrival of new fixed wing fleets, as well as ongoing release of other capabilities such as the NH90 and KA350, the Air Force is a hive of activity.

“With ongoing development of our ground and air capabilities, supported by our outstanding people, our future looks bright. I am very proud of what we deliver to New Zealand and am looking forward to leading our amazing team over the coming years.”

—which concludes the article—
COASTAL PATROLS AT 50 FEET

By Andrew Bonallack

When a Seasprite helicopter is 50 feet above the coastline, it’s not just passing through.

Operations

No. 6 Squadron’s patrols in support of the Ministry for Primary Industries’ (MPI) fisheries compliance patrols are definitive and unmistakable, as the helicopters quickly cover hard-to-reach coastline.

In a recent operation based out of Ohakea, an SH-2G(I) Seasprite helicopter and crew took two MPI inspectors to patrol along the Kapiti, Porirua and Wellington shorelines, particularly the Terawhiti Station on Wellington’s bitter and isolated south-west coast.

The helicopter loadmasters are trained in photography, which is useful when the helicopter circles a vessel of interest to capture it from all sides. It is a skill that translates perfectly to photographing for MPI. In this latest mission, that role fell to Petty Officer Helicopter Loadmaster Zach Taylor.

“This area has a lot of problems with paua poaching, and it’s a very difficult part of the coastline to police. If the sea gets up, you can’t launch boats to do patrols,” he said.

“When we fly up and down we're looking at boats, we’re looking for poachers’ campsites, and we’re cruising at 50 to 100 feet. It’s really low, and we get authorisation to do that.”

The work continued into Cook Strait, to observe and photograph fishing vessels. At that height it’s loud and obvious the Government is making sure things are done the right way.

“It’s a show of presence,” POHLM Taylor said. “We are out there, being seen, taking photos. We ensure boats are in the correct areas, that they have correct bird-mitigation equipment. The MPI officers like flying with us, because we have the capability to winch them down to a vessel if needed. They can make arrests if they catch someone red-handed.”

The patrols established “pattern of life”, and helped MPI build a picture of what was normal behaviour and what wasn’t, he said.

While such patrols along the Wellington coastline were relatively new, helicopter patrols around Coromandel, Tauranga and Northland were more common, POHLM Taylor said. There were a lot of protected areas to monitor, and “vessels of interest” to investigate, including serial offenders. The Government was also interested in ensuring vessels flew quarantine flags if required. “Like the ships, we are a platform to get government agencies across a lot of ground, in a quick space of time.”
The Air Force works with other New Zealand agencies to secure the country against external threats and is called upon regularly to respond to emergencies both at home and overseas.

But in what may seem off the beaten track, the Air Force recently carried out a census of southern right whales or tohora in the New Zealand Sub-Antarctic Islands.

Air Component Commander Air Commodore (AIRCDRE) Tim Walshe said more than 100 whales were sighted during a surveillance patrol by a P-3K2 Orion aircraft around the Auckland Islands and Campbell Island.

“We regularly support other government agencies in their work by providing our aircraft and ships as platforms for monitoring and surveillance activities,” AIRCDRE Walshe said.

“In this Orion patrol, we took aerial photos to assist the Department of Conservation (DOC) in tracking individual whales, building a better picture of the species as a whole and monitoring the recovery of these protected creatures.”

DOC Marine Species and Threats manager Ian Angus said the census results indicated that the southern right whale population, which is classified as “nationally vulnerable” species, was continuing to recover from the significant impact of whaling and other present-day threats.

Whaling decimated the southern right whale population, from more than 30,000 at the turn of the 20th century to less than 150 around 1920, according to DOC.

Recent research estimates their number at 2000 in 2009. “We’ve always known that the southern right whales spend the winter and spring around the Sub-Antarctic Islands but getting down there at this time of the year is challenging,” Mr Angus said.

“In partnership with the NZDF, we have been able to monitor some of our wildlife and continue to understand when and how southern right whales are using the Sub-Antarctic Islands.”

He said the census conducted by the Air Force complemented the work carried out by the University of Otago on the movement patterns of southern right whales. “We’re looking forward to working with the NZDF and other researchers to glean all the information from the many images that were taken.”

Tohora are a native migrant to New Zealand. They are typically black in colour but can have irregular white patches, and have large and paddle-shaped flippers.
On day one of the Air Force R2/18 recruit course in Woodbourne Air Force News watched as dozens of nervous, excited young civilians took their first steps towards starting their journey to becoming airmen. Over the following 13 weeks they faced challenges, conquered fears and celebrated triumphs. We returned on their final day as recruits and cheered as they graduated in front of loved ones. It was a bit emotional.

Fifty-three graduates marched onto the Parade Ground at Base Woodbourne in front of family and friends, poised to begin the next step on their Air Force journey. Reviewing Officer, Assistant Chief Capability, Air Commodore Darryn Webb congratulated the group. “You are warriors of the sky. You are part of a small group of special New Zealanders. As an airman I’m asking you to be a master of what you do. Be an expert of your domain – take every opportunity that comes to you.”

Five awards were presented to the graduates, with Aircraftman (AC) Courtney McClintock taking the Lawson Cup and the Warrant Officer of the Air Force Coin for the best all round recruit.

“Everyone put in so much effort and just to be picked as the top is a pretty amazing experience,” she said. “There have been lots of challenges over the past 13 weeks, but it’s so cool to see how much everyone’s grown and how much you notice yourself growing as well.”

AC Sam Beregatnov won the Hawea Shield for the best male recruit in Physical Education and Recreational training – a goal he had set himself at the beginning of the course. “I was determined to win this award, it was my number one goal other than graduating,” he said. “Looking back the most I will remember is me worrying about if I would graduate, but now I realise it’s doable. It’s challenging, but I think everyone can do it if they put their minds to it.”
AC Shannon Huntley was presented the R.I. Simpson Trophy, for the recruit who achieves the highest overall standard in active defence and range practices.

The 29-year-old said he was proud to lead the haka during graduation.

“That was a big deal. I've never done it before and I never thought I'd get to do it, so doing it in front of friends and family was pretty special.”

The hardest part of the course was being apart from his wife and two young children.

“It was pretty hard being away, especially having a young baby. Definitely hard for my wife too – maybe harder.”

AC Nanise Koro won the Pat Goddard Memorial Trophy, presented to the best female recruit in physical education and recreational training.

“I was training before I came into the course just to get into it. Physical training was my main focus because it's such a big part of the course.”

Joining the Defence Force was an obvious fit for AC Koro, who grew up in a military household.

“My dad and my oldest brother were in the Army and my other brother was in the Navy. But I wanted to be different to them.”

AC Ryan Dawson won the Chris Black memorial Trophy and the RSA Prize for displaying the qualities of determination, enthusiasm, and morale building of others, particularly in the practical areas of training. The award recipient is chosen by the course members themselves.

AC Dawson said he was “humbled” to be presented with the award.

“I didn't expect to get an award picked by my peers, so it was cool to be recognised.”

After graduation, AC Dawson will start training as a fire fighter at Linton Camp.

“I'm looking forward to the variety of the role – educating people, showing them around the fire station, going to emergencies and maybe going overseas to fight the big fires over there,” he said.

“I definitely recommend joining the Air Force to everyone. Do it. It's really enjoyable, just be committed to it and you'll get through.”
Australian Defence Advisor in New Zealand, Captain Christine Clarke of the Royal Australian Navy and Flight Sergeant Paul Kerridge

Outstanding Performance Gains Merit Award

By Suzi Phillips

The sustained outstanding performance of an Australian Defence Force task unit on operational service in Afghanistan, has earned former RNZAF airman, Flight Sergeant (rtd) Paul Kerridge, a Meritorious Unit Citation.

The award includes his role in the unit’s outstanding performance there from January 2010 to November 2014, developing drone or Remotely Piloted Aircraft System (RPAS) technology.

Mr Kerridge served with the Royal Australian Air Force Unit of Number 5 Flight for six months between December 2010 and May 2011, and was involved in helping to achieve “an outstanding mission success rate in Afghanistan while also introducing the RAAF’s first RPAS.”

In August, the Australian Defence Advisory and Attache to New Zealand, Captain Christine Clarke (Royal Australian Navy) presented the award to Mr Kerridge at a gathering at Base Auckland’s headquarters.

The unit award citation read, “Intelligence provided from these missions demonstrably influenced and shaped Coalition actions within the battlespace, directly contributing to the saving of Coalition lives and the substantial degradation of insurgent command and control elements.

“The achievement of the members of the Task Unit has brought credit to themselves and the Australian Defence Force.”

Mr Kerridge says he was originally with No. 5 Squadron’s Orion aircrew at Whenuapai. He went into intelligence work for the squadron to help with all the information that was coming from Orion operations.

“The Australian Air Force wanted man-power for the Unit as they didn’t have any Flight Sergeants or Warrant Officers to fill the posts, so they asked for the Kiwis to go and we went.

“We were based in Kandahar south of Kabul, and my main role was analysing the live feed from the drones in the war zone, and passing that information on to the intelligence person for confirmation. They would then relay information back to the troops on the ground.”

“It was great to be part of that operation,” he says.
Air Force Corporal (CPL) Megan Marshall will have a new tactic when she competes in her second Invictus Games this month (October): she’ll concern herself only with factors she can control.

CPL Marshall has multiple sclerosis and says a series of “mishaps” on competition day last year left her stressed and affected her performance.

“No matter how much you’ve trained and prepared, things can go wrong along the way or, even worse, on the day. It’s how you deal with these bumps, no matter how big or small, that can ultimately decide the outcome,” she says.

“Concern yourself only with the factors that are inside your control.”

The Invictus Games uses the power of sport to inspire recovery, support rehabilitation and generate understanding and respect for wounded, injured or ill current and former servicemen and women.

The New Zealand Defence Force is sending a team of 24 to the Invictus Games Sydney 2018, being held from October 20–27, and CPL Marshall says it’s a genuine honour to be going. She’ll compete in powerlifting, rowing and swimming.

“Being a part of the Invictus family, let alone being lucky enough to be able to compete for a second time is humbling. Invictus truly is a family... where I feel included, valued and understood without judgement,” she says.

Nicki Fairbairn was an 18-year-old in the Air Force when the motorbike she was riding pillion crashed in 1988. She was in a coma for seven days, ICU for two weeks, suffered a head injury and had to learn to use the right side of her body again. She also suffered a collapsed lung, broken ribs and smashed knees.

She’s now an early childhood teacher and can’t wait to compete in her second Invictus Games.

“My overall experience of the Toronto Invictus Games was totally mind blowing. There is no way in the world you can feel disgruntled, brassed off or down-hearted about what you have been through or think you may have suffered, when you see some of these inspirational athletes from around the world;” she says.

She tells of an American swimmer who received the biggest standing ovation of anyone despite finishing some distance behind everyone else.

“Why? Because he was a triple amputee and got in the water and finished his 50m. There was hardly a dry eye in the place.”

The team visited Rolleston College during the training weekend to spread the word on the healing power of the Games.

Students at the college have been studying adaptive sport, and the visit gave them a chance to hear the NZDF team’s stories and see them training.

Rolleston College physical education head Andrew Gebbie said a key part of the module had been teaching the students empathy.

“Our learners have taken on board the presentations and the values of the Invictus Games and have started to make links to our school values,” Mr Gebbie said.

The Invictus Games Sydney 2018, presented by Jaguar Land Rover will involve 500 competitors from 18 allied nations competing in 11 different adaptive sports.

The NZDF team is sponsored by Auckland RSA, Christchurch Memorial RSA, Fulton Hogan, Jaguar Land Rover and Direct Sport.

The team’s journey can be followed here:

facebook.com/InvictusGamesNZ

Instagram.com/NZDFInvictusTeam
In the last article we introduced four fundamental roles of air power: control of the air, strike, air mobility, and ISR. This month we discuss control of the air, which is a cornerstone of military operations because it ensures land, sea and air forces can manoeuvre with relative freedom.

For example, if an air force has control of the air above a battlespace, then surface forces can concentrate on defeating their opponent with the minimum of concern from air attack, air assault, or observation by enemy forces. General Douhet said not gaining control of the air, “… is to be at the mercy of the enemy … compelled to accept whatever terms he sees fit to dictate”.

To have complete control of the air, where the adversary is incapable of effective interference with friendly force operations, is known as having air supremacy. If the adversary is able to interfere, but not to the point where operations need to cease, you have air superiority. If neither side is able to achieve a level of dominance over the other in the air, air parity exists.

Times when the adversary is able to prohibitively interfere with operations are known as unfavourable air situations. Control of the air is divided into two primary air power mission sets. The first is offensive counter air (OCA), which is proactive in nature and aims to destroy, degrade, neutralise or disrupt adversary air power as close to its source as possible. The ideal is to destroy adversary air threats on the ground, or in the air before the threat reaches the operational area of interest. OCA missions can take many forms, such as air-to-air fighter sweeps to find and engage an adversary’s aircraft, air attacks against airfields, and the suppression of enemy air defences (SEAD).

The defensive counter air (DCA) mission is about protecting friendly forces and vital interests from adversary air activity, and is reactive in nature. Airfields in particular are an important centre of gravity from which air forces project air power, and they are a vital target for the enemy to attack. DCA can either be active or passive. Active DCA seeks to destroy, degrade, neutralise or disrupt enemy airborne attacks, and is achieved through the use of fighter aircraft or ground-based air defence systems.

Most people associate this aspect of control of the air with aerial dogfighting, as depicted in the movie Top Gun.
While most air forces continue to train for this form of combat, instances of aircraft versus aircraft battle have been rare over the past few decades, mostly because of the lack of opposing air power within contemporary conflicts. Instead, increasingly capable anti-aircraft systems, such as the American Patriot and Russian S-400 systems, have been responsible for downing more attacking aircraft, and now serve as the core basis of active DCA.

Passive DCA measures are designed to enhance the survivability of friendly forces and installations. Passive measures include camouflage, concealment, and deception, which makes it harder for an enemy to identify and target assets. Dispersion of assets within one location, or rapid movement within a theatre of operations, also makes targeting more complicated. Physical protection can involve hardening facilities to protect personnel during an attack. It also pays to have back-up systems to replace any destroyed primary systems. Additionally, effective post-attack recovery, where the ability to repair valuable assets (such as airfields and communications, warning and surveillance systems) and to restore essential services (such as power, water and fuel supplies) can mitigate against the immediate effects of an air attack.

OCA and DCA require careful planning and coordination, because it is possible that available fighter aircraft will be required to undertake one or both missions at a given time. Modern fighter aircraft are fuel and data hungry – this implies the need for air-to-air refuelling aircraft to maintain long-range and long-duration missions, and persistent airborne surveillance to detect, monitor and track enemy activity. The modern battlefield is complex, requiring a significant contribution from air power to win the fight.

The RNZAF offers niche air power capabilities, which currently does not include OCA or active DCA. However, the RNZAF does undertake passive DCA measures to protect air bases, aircraft and facilities. RNZAF aircraft usually fly in operational theatres under the protective umbrella of coalition force air power.

In the next article, we will explore the idea of Strike.

This article is part of an occasional series of articles produced by the APDC to help demystify the concepts of air power, so we can all understand how air forces use air capabilities to influence the course of events.
The Last Great Air Race: London to Christchurch 1953

By Michelle Sim, Communications Manager, Air Force Museum of New Zealand

Sixty-five years ago, the RNZAF took part in what would be the last of the world’s great air races – and narrowly averted disaster. The 1953 International Air Race was the initiative of the Canterbury International Air Race Council. At 19,756km it was the world’s longest air race, comprising two categories – a speed section and a transport handicap section.

On 8 October 1953, eight competing aircraft from four different countries took off from Heathrow Airport in London, bound for Harewood Airport, Christchurch. New Zealand’s sole entry in the race was a Handley Page Hastings from No. 41 Squadron RNZAF, competing in the transport section.

The Hastings was often jokingly referred to as ‘the finest 3-engined aircraft in the world’ on account of the frequency with which one of its four engines would break down. Nevertheless, in the six months leading up to the start of the race, ground crew worked tirelessly to prepare the aircraft (NZ5804), overhauling the engines and stripping all unnecessary fittings from the interior, while air crew undertook several training flights across the proposed air race route.

The Hastings carried two crews for the race, along with a servicing and maintenance crew, an RNZAF medical officer and meteorologist and two civilian journalists. Second off the starting line, NZ5804 made steady progress over the first half of the route, making several refuelling stops before running into a monsoon storm – and near disaster – over the Indian Ocean.

Squadron Leader Larry Siegert DFC, a former wartime bomber pilot, was flying as the relief pilot when, true to reputation, one of the Hastings’ engines failed. Siegert battled with the crippled aircraft through fierce thunder storms for over 90 minutes before being picked up by radio over the RAF station at Negombo, Ceylon (now Sri Lanka).

1. Some of the RNZAF team who took part in the race. Squadron Leader Larry Siegert DFC is at far right. Image: New Zealand Free Lance
2. Contact Cover Oct 1953, featuring the Harewood Gold Cup
3. The competing aircraft at the starting point at Heathrow Airport The RNZAF Hastings is sixth in line. Image: The Weekly News
With fuel running low, Siegert brought the Hastings in to make an emergency landing at Negombo. However, the cloud was down to just 500 feet and he was forced to circle the area three times while they tried to locate the runway. Meanwhile, having been alerted to the potential crisis unfolding above them, personnel on the ground responded immediately, manning emergency vehicles in readiness. Against the odds, Siegert saw a ‘window of opportunity’ and managed to get the Hastings down in heavy rain and high winds, landing halfway along the runway in ankle-deep water and carrying over onto flooded shingle. The aircraft’s wheels sank deep into the shingle, damaging the flaps, but all the crew and passengers emerged unscathed.

Unfortunately for the RNZAF, this spelled the end of their air race attempt, and the Hastings remained stranded at RAF Negombo for 10 days while a Bristol Freighter flew out from Whenuapai with replacement parts. Squadron Leader Siegert was hailed as a hero for his skilful airmanship, credited with saving the lives of the 27 men aboard. He received the Air Force Cross for his actions, and later rose to become the Chief of Air Staff (1976–1979).

Meanwhile, the other competitors completed the race; an RAF Canberra took out first place, with a time of 23hrs 51min, while a British European Airways Viscount was the first to arrive in the transport section, completing the course in 40hrs 40min.

From an air power perspective, the 1953 International Air Race demonstrated that it was possible to disperse aircraft rapidly around the world in a time of emergency. More generally, however, it succeeded in drawing world-wide attention to New Zealand, and proved for the first time that the world could be crossed in less than a day.

Recognition for Museum Director

Founded in 1866, the Royal Aeronautical Society is the oldest aeronautical society in the world and a global focal point for the entire aerospace community. The New Zealand Division of the RAeS was established in Wellington in 1946 and aims to promote relevant information and activities relating to the profession of aeronautics and to establish fellowship among the members and to the aerospace community.

The Division has been honouring achievers in New Zealand and the South West Pacific aviation community since the early 60’s.

Our Air Force Museum Director Thérèse Angelo has recently received the Meritorious Services Award, which recognises long-term contributions or practical achievements in civil or military aviation in New Zealand. The award’s citation notes that Thérèse’s passion for aviation and significant contributions to New Zealand’s museums make her a worthy recipient.

Congratulations!
It’s not the place a shiny new airman, soldier or sailor ever expects to end up. There are bars – the iron kind. There are few privileges, very little talking, and so many rules basic training seems like a walk in the park.

The day begins at 6am, and ends at 10pm. In between there is hardly five minutes to call your own. This is the New Zealand Defence Force’s Services Corrective Establishment. It’s the place where airmen and those from the other services are sent to get their act together after significant transgressions.
Some would call it military jail but there is something incredibly positive about this little facility tucked into a corner of Burnham Military Camp.

Military policeman Warrant Officer Class One Shane Maslin runs the place with a small team.

He explains how detainees are fellow servicemen and women who, for whatever reason, have made a mistake. Often, a big mistake.

“When an individual arrives here we get them right back to basics, and then build them up again. We don’t degrade or ridicule them – after all, they’re still part of our team. We try to find out what’s going on, and get them appropriate help. It could be they just stepped out of line or are lacking in discipline. About 85 per cent of the time there is something else going on in the background, be it alcohol, drugs, financial, workplace or relationship problems.”

A holiday camp this isn’t, but after most of the day spent in its confines, it’s obvious it is also nothing like the stuff of urban myth, where detainees were given nail scissors to mow lawns, and carry rocks from one place to another and then back again.

“From the moment they arrive they have to ask permission to speak. The reason behind this is we want them reflecting rather than projecting. If you are left to your own thoughts you are reflecting on what you have done but if you want to talk all the time you’re not doing that.”

Detainees are issued kit as they stand to attention, toeing the floor line in front of the issuing desk. Then it’s an about turn to a demonstration cell to learn exactly how they should leave their cell each day.

The stainless steel gleams, the bedroll is perfect, the shoes arranged just so. Items on the bench have exactly the same distance between each other.

“It’s very hard for a detainee to get no inspection demerit points. Having the perfect cell becomes important and develops a sense of pride. When a detainee gets through an inspection with no pick-ups it’s a big deal for them and the staff acknowledge this.”

Detainees are reported on daily. They get feedback on their performance and then a feed-forward session, where staff focus on areas of their performance they can improve on the following day.

“This keeps the detainee focused on self-improvement. We also get the detainee to complete their own assessment and self-improvement focus so they actually ‘own’ this process. Most detainees struggle with this because it is their first exposure to reflecting on their own performance, but after a couple of days they are asking for more paper to write on.”

In the corridors anything brass gleams – a brass tap sitting forlornly on some firefighting equipment is the shiniest I have ever seen. It’s a nod to an activity some see as pointless, and others, including WO Maslin, see as a learning tool.

“Polishing means following instruction, attention to detail, time management, and pride in the finished product. After a while a detainee gets that, and they do develop pride in what they do.”

The average age of detainees is 21 and their arrival at the corrective establishment is often accompanied by feelings of self-loathing and shock that it has come to this, he says.

“Every individual receives a bespoke rehabilitation programme. It’s not one size fits all. We are responsible for raising their standards, changing their attitude and getting them to a stage where they can positively contribute to their unit again.”

The day is a mix of drill, physical training, physical labour, development sessions, researching a presentation topic, more cleaning and ironing, and then a time of reflection and preparation for the next day.

Even if a detainee is discharged from their Service after their time in the SCE they will be given a training programme to develop personal qualities that will enhance their prospects of successful integration into civilian society. They receive help writing a CV, and are given practice handling job interviews.

WO Maslin doesn’t see the SCE as responsible for returning a perfectly reformed individual to their unit.

“All we can do is sow the seeds for change. You can’t change the world in 14 days, so there has to be support back in the detainee’s unit when they return.”

By the numbers

2 people are currently being held at SCE
137 have been held over the past five years
14 days is the average length of sentence
70 were for drug and or alcohol-related charges
20 were related to assault
6 have spent more than one stint at SCE, but none since the focus on rehabilitation was implemented three years ago
The New Zealand Defence Force (NZDF) is taking a holistic approach to making sure its people are fully equipped to do their job by piloting a mindfulness mental skills training programme.

Woodbourne Base Psychologist Flight Lieutenant (FLTLT) Carsten Grimm describes mindfulness as being able to pay attention to the present moment without judgement, derailing or distraction. Increasingly, sports teams at all levels as well as militaries all around the world are recognising the benefits of training their attention and ability to remain calm under pressure using mindfulness.

“Mindfulness training allows you to develop your ability to pay attention and it trains your adaptability, because it helps you to regulate your emotions and act with a calm head,” he says.

“We want to be giving people the best possible tools that science can identify, so that they’re prepared to be able to do whatever their role is. We all know it’s not getting any easier out there across the New Zealand Defence Force to keep up with all the information flowing everywhere, and any cognitive tools we can give our men and women to better manage their workloads and duties is worth exploring.”

The All Blacks talk about ‘red head/blue head’ – red head means being in a flustered state and blue head means being calm, centred and able to make clear-headed decisions.

These same blue head attributes are crucial for all NZDF personnel, given that workplaces are becoming more complex, and technology is accelerating the pace of change, FLTLT Grimm says.

NZDF psychologists have delivered an introduction to resilience training workshop since 2014, and the mindfulness pilot started last year.

“We’re currently seeing if this style of training is a good fit for our Defence Force, a good fit for our culture, and also measuring what kind of outcomes we get. This is a way of refining the mental skills training we’re already doing and there are a number of different initiatives being trialled, and this is one of them,” FLTLT Grimm says.

Two recruit courses and one officer training course, all at Woodbourne, have had mindfulness built into their programmes, and the response has been overwhelmingly positive.

Officer Cadet William Wallace says he was surprised to find mindfulness was one of the subjects covered and has embraced it both in his work and home life.

“The techniques we were taught over the programme definitely helped me with my ability to understand how I am and feeling and when I am reacting,” he says.

“For me the most important thing about the mindfulness programme was the relevance it has outside the training environment. I regularly employ skills we were taught both at work and home.”

FLTLT Grimm and two other mindfulness trainers are heading to the US for a course run by leading cognitive neuro-scientist Dr Amishi Jha, who has done mindfulness research with the US Marines and Special Forces.

“What we are seeing now, with the popularity of mindfulness training in the civilian sector, is that militaries all over the world are adopting it because of the research pedigree that’s emerging.

“If this is something that NZDF wants to continue training, then we really need to ensure we have the right kind of evidence-based programme that’s fit for purpose to train in this way.”

FLTLT Grimm has a message for the sceptics out there: “If elite-level sports teams are taking this kind of mental skills training seriously then we really should be doing that too. And we are.”

Making mindfulness a way of life
No. 3 Squadron occupies a special place in the RNZAF. For nearly 50 years it has been a rotary-wing specialist, but its history extends back to the foundations of military aviation in New Zealand. In 1923 the Government established an air force in two parts: the Permanent Air Force and the New Zealand Air Force, the latter a territorial establishment.

The first truly operational aircraft, the Vickers Vildebeest, arrived in 1935 and served with No. 1 and No. 2 Bomber Reconnaissance flights at Hobsonville and Wigram. Two years later a batch of Fairey Baffin torpedo bombers were ordered from Britain to equip three Territorial Air Force squadrons at Auckland, Wellington and Christchurch. At the outbreak of war these became the New Zealand General Reconnaissance Squadron, the RNZAF’s only operational unit. They were replaced by Vildebeests when they were allocated to the new No. 3 General Reconnaissance Squadron, formed in April 1941 under Squadron Leader C L Monckton at Harewood, and began maritime patrols over the approaches to Lyttelton Harbour. This is the direct antecedent of the present squadron.

It was the first RNZAF squadron to go into action with Lockheed Hudson bombers from Guadalcanal in December 1942 and soon became an important element of the US Navy’s forces.

After the war, the squadron number was allocated to the Canterbury squadron of the Territorial Air Force, based at Wigram, flying Tiger Moths, Harvards and the legendary Mustang until the TAF’s demise in 1957.

It reappeared in 1964 with the formation of the battlefield support unit, then went on to operate the RNZAF’s first helicopters, Bell 47 and Bell UH-1D and -1H Iroquois, before the arrival of the Agusta A109 and heavyweight Airbus Helicopters NH90.

So, it is timely for a good unit history and Paul Harrison has done a splendid job in compiling a magisterial study of the squadron. It runs 334 pages and is no lightweight. This is by far the best book to be published on the RNZAF in several decades. Immensely readable, beautifully presented, exhaustively researched by an authority on the RNZAF and a former serving officer.

Harrison has wisely recognised the squadron’s wartime service occupied three years and it is covered in only 50 pages. This underscores its long post-1945 service to New Zealand. The squadron’s deployments, from East Timor to the Antarctic, are covered in detail, including difficult search and rescue missions that tested machines, men and women to the extreme, and are a testament to thorough professionalism.

It is packed with personal reminiscences of aircrew and ground staff, with commentaries of the policies of successive governments and a detailed account of the painstaking process of selecting new equipment. It contains a fine selection of fine pictures, taken by RNZAF photographers as well as private collections.

The book is excellent value for money. It is packed with people, personalities and aircraft and is very accessible. Harrison’s book took five difficult years to appear, through no fault of his own, but the final product stands proud. No. 3 Squadron has been well-served – and this sets the gold standard for RNZAF unit histories.
MENTAL HEALTH AWARENESS WEEK IS OCCURRING THIS MONTH (8–12 OCTOBER)

Each year the Mental Health Foundation (MHF) focuses on one of the ‘Five Ways to Wellbeing’. Research shows that there are five simple things you can do as part of your daily life – at work and at home – to boost your wellbeing. Think about how you can introduce these actions into your life to feel the benefits.

This year the theme is Connect with Nature. Connecting might mean:

• Making time for a walk with a friend or work colleague
• Getting outside – take part in a team activity eg. kapa haka, touch, volleyball; or do something with a mate
• Office lock out – everyone takes a break outside of the office
• Packing up the family or a group of friends and having a picnic / BBQ at the beach or the park.

For more ideas check out the MHF Toolkit: www.mentalhealth.org.nz/home/our-work/category/42. Keep an eye out for locally organised activities and show your support by taking part.

What’s all the fuss? Why is this important to me?

This week provides a timely reminder to take stock of our own mental health, and also to check on our loved ones and work mates to see how they are doing. Sometimes we don’t recognise the signs that things are not going ok, or how this is affecting us and those around us.

Sometimes when someone is going through a hard time, it can be difficult to think clearly. This often makes it hard for them to recognise they have a problem. This is where mates and family come in. We need to keep an eye out for our mates and loved ones, as they would do for us. If you are concerned about how you or someone you know is going call 0800NZDF4U for 24/7 confidential advice and support.

POSTER COMPETITION

With your help, we want to spread the word about mental health. We want material that you believe will connect with you, your friends and whanau. Here’s the chance to design an A3 sized poster with your own creative twist to promote Mental Health! You don’t have to be a great artist, just the passion to pass the message. So head to: Health.nzdf.mil.nz for more!
**USEFUL RESOURCES**

**Staying At The Top of Your Game**
This resource can be found on our website or in hard copy at our defence libraries and Health Treatment Centres. SATOYG provides a range of health information and tools that span the four domains of health - Mind, Body, Soul and Whanau. You can read about common life challenges and diverse topics such as nutrition tips, why exercise is important, sleeping well, living life with meaning and purpose, and maintaining healthy relationships and finances. At the back of the resource you'll find links to a range of apps and other health websites.

**Resilience training and the Big 4**
Resilience training is included in all recruit training and promotion courses. This covers off a range of information about staying resilient, signs to look for when we are not tracking ok, and what we can do to help ourselves and others. You can find more information about the Big 4 tools for staying resilient (tactical breathing, flexible thinking, optimism and healthy habits) in the Pocketbook and on our websites.

**Leaders guide for building and maintaining positive mental health**
We don't need to be in a formal leadership role to be a leader. Included in this guide is information about how to recognise the signs that people are not going ok and what you can do to support them.

**Transition Guide**
A resource for supporting people through transition to help prepare for transition and make it a positive experience. You can find a copy at our libraries or electronically on the HR toolkit.

**Mental Health Pocketbook**
We now have a new version for families as well as defence personnel. This has a list of signs to look out for that might indicate when we are not going ok (changes in behaviour, mood, thoughts etc), as well as tips and help resources. You can find a copy on our websites and at libraries and Health Treatment Centres.

**Force for Families**
http://nzdf.mil.nz/families/
A website for friends and families.

**Defence Health Website**
http://health.nzdf.mil.nz
Here you can find a range of health information and tools spanning the four domains of health – Mind, Body, Soul and Whanau. There’s also links to a range of self-management resources and support options.

**Mental Health Website**
http://orgs/sites/nzdf-mh/default.aspx
Here you can find a range of self-management resources and information about recognising the signs of mental health issues, how to take action, and where to go for help if we need it.

**Veterans**
www.veteransaffairs.mil.nz
Here you can find out more about your eligibility and entitlements for support as a veteran. The RSA also offers a range of support services to current and former service personnel and their families. No Duff is a volunteer group of veterans offering immediate welfare assistance to past and present members of the NZDF. Call 022 307 1557.

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**One App, all the tools**

**Coming soon...**

Our new Res Co App is designed specifically to allow you to use our NZDF resilience tools on the go.

- Mental Health Continuum
- Tactical Breathing
- Self-Talk
- Goal Setting
- Visualisation
- Attention Control
- Memory
PASSION FOR RUGBY LASTING DECADES

By Rebecca Quilliam

Squadron Leader (SQNLDR) Mike Ward has been refereeing rugby for more than 40 years and has no plans to give it up anytime soon.

The Base Ohakea Executive Officer began refereeing in 1977 in Wellington when he was asked to ref primary and high school games.

“I can’t remember how I ended up refereeing at a primary school, but I liked it. I would have been 22.”

Since then, SQNLDR Ward reckons he’s refereed close to 3100 games, ranging from children’s matches to representative games and even the curtain-raiser to a Lions game in Manawatu between Porirua College and Feilding Agricultural High School, in 1983.

“It was a 10–all draw. I don’t remember too much of that game – it was 35 years ago. But I remember the crowd – 30,000 people in the stands was pretty impressive.”

From 1979 SQNLDR Ward started keeping a record of the games with the teams, the score, where it was played and the grade.

The 63-year-old has seen “tonnes” of changes to the rules over the years.

“Little tweaks, but the change to professional rugby has made everybody a lot harder and faster – more devious. There’s more work for the referee to do. It’s no harder – it’s great.

For the past three years, SQNLDR Ward has been refereeing in King Country, after buying a house in Taupo.

“King Country rugby is the best rugby in the country. I haven’t had a single instance of malicious violence in my three years in the King Country. The college players can get a bit testy, but there’s never been any of the deliberate violence that you see in some other unions. It’s a bit like military rugby – military rugby’s great – they are basically all mates.”

Recently, SQNLDR Ward oversaw the first ever women’s inter-service game.

“So rugby’s finally come of age. That’s where the growth is. It would be really neat now to see female referees come through. We need to see that.”

Military rugby players had a different camaraderie when they played, he said.

“You watch them on the weekend – Army, Navy, Air Force, they’re all one big team. They respect each other, they fight hard, they play hard. The fitness and the team work is just amazing.”

Each game had been a pleasure to referee, he said.

“It’s been fun – I’m not ready to give it up.”
RNZAF Society
Golf Tournament 2018

RANGITIKEI GOLF CLUB
4th – 8th November 2018
18 & 36 Hole Divisions
Entry Fee $110
Entries Close 26 October 2018

FOR ENTRY DETAILS
RNZAFGolf@nzdf.mil.nz
www.societygolf.nz

Entry is open to all serving and ex serving members of the RNZAF

“JUST DROP THE PALLETs IN THE CIRCLE” HE SAID!

Airdrop
The delivery of personnel or cargo from aircraft in flight.

Air Power in Action
**Air Power Development Centre Quiz**

Q1: How many core variants of F-35 Lightning II aircraft are being built?

A1: Three.

Q2: What are the primary differences between the F-35 variants?

A2: The F-35 variants are mainly distinguished by their basing requirements. The F-35A is a conventional take-off and landing variant (CTOL), the F-35B is a short take-off and vertical landing variant (STOVL), and the F-35C is a carrier variant (CV).

Q3: Name two countries that have selected to purchase, or currently operate, the P-8 Poseidon aircraft.

A3: United States, Norway, United Kingdom, India, Australia, New Zealand.

Q4: What roles did the RNZAF Fokker F-27 Friendships undertake?

A4: Three F-27’s operated out of Wigram airbase providing navigator and air electronics operator training. They also undertook SAR, and maritime surveillance of southern coastal regions of the EEZ.

Q5: One of the most destructive air raids in history in terms of deaths occurred over Japan, which city was the target?

A5: Tokyo. Around 84,000 people died in a fire-bombing raid on 9/10 March 1945, though some estimates place the number of deaths higher than 100,000.

Q6: Russia provided military aircraft to China to aid their defence against Japanese occupation in the 1930’s. True or false?

A6: True. Russia sent fighter and bomber aircraft to bolster Chinese air arms and supported Chinese national air forces with engineering and technical expertise. Russian volunteers also flew missions in China.

Q7: Name two countries who provided military aircraft and air power support during the Spanish Civil War.

A7: Spain, Germany, Italy, Russia, France.

Q8: Describe the Royal Canadian Air Force roundel design.

A8: A blue outer ring, white centre with a red maple leaf.

Q9: It has been proposed to add another air power role to the current four: Control of the Air, ISR, Strike, and Air Mobility. What is the proposed fifth role?

A9: Air Command and Control (Air C2).

Q10: To the nearest 100, how many air strikes were conducted in Yemen during 2017?

A10: Approximately 5000. However, sources vary.

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

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**Photo Of The Month**

Flying above the steep snow-capped mountains above Central Otago and Fiordland in an NH90 is a magical experience, and one of the highlights of my career. This photo was taken as the sun had just set over Lake Wakatipu on return from a patrol over Fiordland with Environment Southland.

Photographer, CPL Maria Eves
**Air Force News**

**Notices**

**AIRWOMEN’S REUNION**  
WAAF, WRNZAF, RNZAF  
A Reunion for all of the above is to be held at Papakura, South Auckland, NZ during the weekend of Friday 16th, Saturday 17th and Sunday 18th November 2018  
If you are interested in attending please contact  
Wikitiora Ward-Holmes-Murcott  
Email: wikitoriaw@adhb.govt.nz  
Or m.w.adamson@xtra.co.nz  
Mana Kidd Email: murraykidd@xtra.co.nz  
Or phone Mana on 09 2995986 for further info.

**579 AIRCREW REUNION**  
The 40 year reunion of 579 Aircrew will be celebrated on the weekend of 17–19 May 2019 in the Auckland area.  
A lot of laughs anticipated!  
If you joined on 579 Aircrew in May 1979 or know someone who was, please contact Paul Simpson  
kmshigh@yahoo.co.nz or 021 1420388

**NO. 42 SQN 75TH ANNIVERSARY FUNCTION**  
We are holding a 75th Anniversary Function at RNZAF Base Ohakea on Sat 01 DEC 18 to acknowledge 75 years since the formation of No. 42 SQN RNZAF.  
Limited tickets will be available. Interested ex and current 42 Sqn personnel who wish to attend this event are requested to register interest by emailing 42SQNPIGEONOPS@nzdf.mil.nz
The AIR FORCE In Concert

With guest compere Andrew London

Michael Fowler Centre
6 October 2018, 2:30pm

NZDF discount: Tickets $10 using the code “NZDF”
For every ticket sold, $10 will be donated to the Missing Wingman’s Trust.

Tickets available from Ticketmaster
Booking fees apply