AIR FORCE NEWS

Ian Hingston – A Lifetime of Service
Medic Training in the Outback
Joining the Wildfire Fight

#211
M A R | 19

RNZAF in Antarctica
Contents

04 Wildfire Rapid Response

14 Helicopters on Hand for Conservation Ops

18 Medics in the Field

21 Giving NZ Police a Lift

08 RNZAF’s Antarctic Impact

16 News

HADR Training for our JOICs

20 Celebrating 25 Years of LGBT+ Service

28 Asbestos Silver Lining

29 Ex Aestimatio – Helping Hand in the Community

24 Lifetime of Air Force Service

26 Remembering the Great Escape

Regulars

03 First Word

22 Our Heritage/Our Future

32 Sport

33 Notices/Quiz

34 Photo of the Month
“Why do you serve?” That was the question Lieutenant General (LTGEN) Paul Funk III asked me and about a dozen others as he presented us his commander’s coin at the Combined Air Operations Centre (CAOC) last year. At the time LTGEN Funk was the commanding general of Operation Inherent Resolve (OIR), the Iraq and Syrian based mission to defeat ISIS and support the reconstruction of Iraq. Once “coined” the General asked each recipient to say a few words about why we served our country. Getting the coin and the subsequent short-speeches from my fellow recipients is one of my lasting memories of six months in the CAOC, a few other reflections on my time follow...

The breadth and magnitude of air power Air Forces Central Command (AFCENT) brings to bear across the complete spectrum of air power roles is phenomenal. The CAOC is structured to command and control that air power in support of regional operations, especially in Afghanistan and Iraq. Let’s be clear, the amount of air power being employed is eye-watering—here are some numbers from both Iraq/Syria and Afghanistan for 2018: Strike aircraft (manned) sorties 24,242; munitions delivered (manned and unmanned) 16,075; Intelligence, Surveillance and Reconnaissance sorties flown 20,498; airlift sorties flown 21,233; and air-to-air refuelling transfers 71,275!1

Serving in the CAOC gives an amazing perspective of what is happening in the Middle East. You truly get a birds-eye-view, allowing fascinating insight into the politics and tensions in a key region of the world and into the employment of military effects, especially air power.

Naturally most of the people serving in the CAOC are from the United States Air Force, however the other 15 nations in the coalition have a huge role to play. The contribution they make to the fight in terms of people and hardware is significant.

However, more noteworthy is the richness, diversity and mission legitimacy the various nations bring individually and collectively. The value of the AFCENT coalition absolutely confirmed for me the relevance of our cooperation principle of war. Also, my teammates from all nations were great friends and it was a wonderful opportunity to learn about other parts of the world.

My time in Al Udeid and during a visit to other New Zealand Defence Force operations in the Middle East reinforced that the men and women of the NZDF are top-notch. When you see Kiwis operating alongside our larger partner forces you realise that we bring a great game. Perhaps not always with the greatest kit or with knowledge of the latest systems or techniques. But our people are consummate professionals, excellent leaders and have the drive and inter-personal skills to impress and deliver results while learning along the way.

One last (slightly selfish) reflection. Many thanks to my family whose support and understanding during my absence was immense. Without the support of our families we could not serve, in many ways it is you who make the larger sacrifice, thank you.

So to finish where I started, what did I tell LTGEN Funk and those assembled in the CAOC that day? Well, it was something to the effect that I serve because of people; to help people in need (such as those who suffer under ISIS) and because of the passionate, professional and committed people I work with from New Zealand and across the world.

Why do you serve?
Facing Down Wildfire

Fires smouldering under the earth, tinder-dry bush vulnerable to sudden flare-ups, choking dust storms followed by acrid smoke and working 14-hour days are the conditions our firefighters faced while helping to battle Nelson's wildfires.

The Air Force contributed more than 140 personnel, who worked tirelessly alongside the New Zealand Army, Fire and Emergency New Zealand and New Zealand Police. The disaster struck early last month and was the country's worst forest fire in decades.

“The area is very, very dry. There’s still a lot of unburnt material and the ground is very hot – there’s a lot of underground roots still burning,” Corporal (CPL) Kevin Schofield said.

“There are still a number of hot spots and flare-ups, so we’re spending our days spotting smoke and getting over there as quickly as we can, putting it out before it catches the unburnt vegetation.”

The blaze started in Tasman district’s Pigeon Valley on February 5. Flames spread quickly across 2335 hectares, forcing the evacuation of 3000 people to evacuate their homes.

About the same time a group of New Zealand Defence Force firefighters were also sent to Tasmania where multiple bushfires, which started before Christmas, had been burning across Tasmania’s south and central plateau, putting communities at risk and burning about 200,000 hectares.

CPL Schofield, from Base Woodbourne was in the third Air Force fire rotation to nearby Nelson. He had been working along a 10km fire break stretch in Pigeon Valley.
Our Air Force firefighters were working directly with Fire and Emergency New Zealand (FENZ) and Army firefighting crews. They were putting out fires, building firebreaks, dampening down hotspots, going through smouldering ground, trying to make it safe.

“The bulk of our personnel were deployed at the request of the New Zealand Police to assist primarily with evacuation and cordon duties. Across the four affected valleys and the town of Wakefield, they were working with police in small teams conducting door-to-door evacuations.”

He and his team had been digging out burning root clumps, either by hand, or, in the bigger, hotter areas, by excavator.

“It’s really dusty. Winds whip up dust storms and they are followed by the smell of smoke as it kicks up a hotspot there. Most of the problems start in the afternoon as the temperature of the day heats up,” he said.

“It’s the largest forest fire I’ve ever worked in.” The team had been met by “very friendly” members of the public, CPL Schofield said.

“There is still a good feeling around here. We get a good reaction when we turn up.” Squadron Leader (SQNLDR) Pete Jackson said that Base Woodbourne had contributed over 140 uniformed personnel and two civilians to help with the emergency.

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“The bulk of our personnel were deployed at the request of the New Zealand Police to assist primarily with evacuation and cordon duties. Across the four affected valleys and the town of Wakefield, they were working with police in small teams conducting door-to-door evacuations.”

The team was also maintaining cordons or road closures in and around the evacuated areas to ensure public safety, SQNLDR Jackson said.

Alongside the on-the-ground support, a C-130 Hercules flew about 50 police and FENZ staff to Nelson.
“I’m glad that the NZDF was able to contribute some firefighters because it was a major emergency for FENZ. Our basic training also meant we could assist in other areas, with uniformed personnel who were able to make good decisions on the ground and adapt quickly to the situation.”

– Squadron Leader Pete Jackson

Meanwhile, in Tasmania, Lieutenant Colonel Terry McDonald, the Commanding Officer of the 2nd Engineer Regiment, said the NZDF firefighters joined a large FENZ team assisting crews from Tasmania Fire Service and other parts of Australia.

The NZDF contingent comprised four personnel from the New Zealand Army and one from the Royal New Zealand Air Force.

NZDF contingent leader Army Corporal Karl Mouldey said this was the first operational deployment overseas for all five members of the contingent.

“This is what the Defence Force is all about – to help those in need and do something good for the community.”

The team is working in a steep and remote area in Geeveston, 62km southwest of Hobart.

Air Force firefighter Corporal Gordon Munn said their training prepared them well.

“We’ve learnt various techniques to fight big fires and we have been looking forward to working with the Tasmania Fire Service and the rest of the crew that are already here. Hot and dry conditions make it very challenging for firefighters to contain fires and climate change will make it even worse in years to come.”

NZDF firefighters are called upon regularly to help respond to emergencies in New Zealand and overseas. They helped control wildfires in Canada and the United States last year, Christchurch and the Coromandel in 2017 and Tasmania in 2016.

BY THE NUMBERS:

220 NZDF personnel

2 Mobile Kitchens 2 Light operational vehicles

13 Trucks 1 Bus

4 AWD Vehicles 1 C-130 Hercules aircraft

4 Fire trucks
AIR ON ICE

A vast expanse of pristine white plains greets visitors who fly to Antarctica. The beauty of the landscape is overwhelming, along with the stark reality of the absolute inhospitableness of the continent.
It’s the quiet that is most striking when you arrive in Antarctica. The “airport” is a flat white strip – either snow or ice depending on the aircraft – and some huts for the maintainers and other air personnel. There is a quiet murmur of voices from other passengers as they gather their luggage and head to vehicles ready to deliver them to either Scott Base or McMurdo Station - but mostly there is quiet.

In this frigid desert the weather conditions dominate all activities. Forecasts are taken deadly seriously, because if the wrong clothing is worn or there is a misjudgement on the temperatures, the weather can kill very, very quickly.

Senior National Officer for Operation Antarctica, Lieutenant Commander (LTCDR) Ross Hickey said when personnel arrive at the start of the summer season in October, they would step off a military aircraft at -40C.

“I think that’s one of the great factors of this operation, it really tests us, but it also provides us an opportunity to work in a real austere environment that we can actually relate to – it’s not unlike working in Iraq or Afghanistan in the middle of winter.”

Flight Lieutenant (FLTLT) Dave Napatu, who has piloted C-130 Hercules’ to Antarctica about half a dozen times said he was always struck with the landscape’s beauty as well as how incredibly desolate it was.

“It’s like nothing you see anywhere else in the world.”

Landing on the ice runway was preferable to the tarseal one because it was more forgiving, he said. “It’s always a smooth landing. Once you’re on the ground, it’s obviously ice and it’s slippery, but it’s not too bad.”

However, brakes could not be used because the wheels would slide, which made manoeuvring around people a “pretty delicate” operation, FLTLT Napatu said.

No. 40 Squadron aircraft maintainer Corporal Sam Fahy said in the freezing conditions the planes couldn’t really start properly if it was too cold.

“They have heater carts that you hook up to the engine with hoses, basically you blast hot air in there – like a big hairdryer – and you can warm your hands up then too, which is good.”

But even with cold weather gloves on, the icy conditions make work difficult.

“You need to have a break and warm your hands up or you can’t even use them. Once you’ve got all your cold weather gear on it’s not too bad though, but stuff gets frozen and you need to watch out for slips and trips,” he said.

Corporal Tom Watson, a refueller at Base Auckland’s Operations Squadron, was posted to McMurdo Station, working with the United States Antarctic programme.

“It’s really a different place down here. It’s like stepping foot on another planet. But you do get used to it down here and the way of life – it’s just a lot colder,” he said.

Snow was the biggest challenge as he had to avoid getting water in the oil.

“So there’s nothing much that’s really trusted down here. We have to do double checks with everything. Also the fuel out in the field, could have been there for two years just sitting on the ice. So every season we have to get fuel samples back to make sure it’s still good.”

LTCDR Hickey said science could not be supported in Antarctica without New Zealand Defence Force’s operation down here.

“The scientists would not be able to get to Antarctica without travelling on our military aircraft and their research could not be completed without the support from the rest of our personnel.”
“It’s great knowing how much of a support we are to the scientific community down here. Particularly in our job, we’re supporting the flights that go to and from the various field camps and even to South Pole Station. So knowing that we’re directly assisting them and they can’t get around without us, I feel pretty proud that our work goes towards that. It’s definitely a privilege.”

- CPL Tom Watson
I got through all the recruitment stages and now two years later I find myself in Antarctica as a Defence Force photographer.

The extreme nature of Antarctica lead to some interesting challenges for Leading Aircraftman Harley.

“You've got to be really flexible because things change all the time down here – the weather has a big impact on what is happening at any given moment. I need to adapt as I go and reassess my plans all the time.

“One of the things that I have to consider is that the cold really runs down my batteries on my laptop and camera. I need to always be on top of charging my batteries because they get drained so quickly and we're often travelling away from Scott Base for the work. I can normally go away for weeks without having to worry about that.”

During her stay, LAC Harley was able to explore both Scott Base and the American base McMurdo Station.

“It’s been so interesting being here and seeing the amount of people it takes to sustain a base and the supplies needed to keep a base running blows my mind.

“Obviously our team are a big part of that, so it was cool to see them working and knowing they help keep everything running – without them the base doesn’t work, things don’t get done, the science doesn’t get done,” she said.

As a photographer for the NZDF photographers see the “highlight reel” of the Defence Force, she said.

“We get included on national and international operations as well as exercises. We turn up and our photos are showcasing what we do, the capabilities we have and the people.

“We get to work with all the services, which is a real advantage of our trade – not a lot of people get to do that so we’re really lucky to meet all the people that we do and move around a lot. I’ve seen so much of New Zealand, just through work.”
Corporal Hatcher was happy to help with the request and was later asked to join the scientists on a trip to find and collect samples from the killer whales. "Regina would cue up her gun, go out onto the ice edge and when she fired the rifle another person would grab the sample and I would get the next dart ready for her, so she could get straight into the next shot. We saw a pod of baby orcas playing and I lost count how many adults we saw – possibly 20 or 30. "It was pretty much the best experience I could have got down there. It feels pretty good to have been part of the scientific research."

Dr Eisert said it was great to have Corporal Hatcher on hand to help calibrate her rifle and ensure everything was working correctly. "It was pretty much the best experience I could have got down there. It feels pretty good to have been part of the scientific research."

The biopsies provide a wide range of information about the killer whales, including their genetics and population structure and what sub-species of killer whale the whales near Scott Base belong to.

"You look through the sight of the rifle with both eyes open, like skeet shooting, because they are moving targets," she said.

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NH90 at work on Crayfish Patrols

No. 3 Squadron crew and the Ministry for Primary Industries (MPI) inspected about 30 vessels recently during patrols over the east coast of the North Island, which is known to be fertile ground for rock lobster.

“The aerial patrol provided MPI an immediate snapshot of the level of fishing activity within a wider targeted area than would be possible from a patrol using surface vessels.”

- Flight Lieutenant George McInnes

The two-day patrols, involving an NH90 helicopter and an MPI vessel, monitored fishing activity from Poverty Bay to East Cape.

MPI’s Fisheries Chief Compliance Officer Richard Ratapu said there was a high level of compliance with regulatory requirements, a marked improvement on similar patrols conducted in previous years.

NH90 pilot Flight Lieutenant (FLTLT) George McInnes said the use of the helicopter for the patrols enabled MPI’s compliance officers to cover about 1000 kilometres in two days.

“The NZDF supports other government agencies in protecting our resources and our borders, and this is another example of such inter-agency collaboration.”

Last year Fisheries Minister Stuart Nash reduced by more than half the total allowable catch (TAC) for rock lobster in Hauraki Gulf–Bay of Plenty, following reports that stocks in the area were “at critically low levels”.

As part of efforts to rebuild the crayfish stock, Mr Nash also asked MPI to work with scientists and the industry to further improve monitoring and management of rock lobster stocks.

Mr Ratapu said although the patrols were conducted in a different area, they were meant to ensure compliance with fisheries regulations and were part of efforts to help keep rock lobster stocks sustainable for future generations.
There is no place for substance misuse in the Royal New Zealand Air Force, the Chief of Air Force Air Vice-Marshal (AVM) Andrew Clark says.

His comments follow the recent conviction of two airmen on drugs charges at a court martial at Base Ohakea.

“We have a vested interest in preventing substance misuse and distribution for a very good reason and that is for the safety of our people and members of the public,” AVM Clark said.

“It is essential that all of our personnel are unimpaired when undertaking their roles because one mistake could result in a tragedy. We perform regular drug tests for that reason and substance misuse will always have consequences.”

Aircraftman Morgan Davies and Aircraftman Cameron Fairbank recently appeared at a court martial on multiple charges of offering to supply and procure Class A and B drugs and on charges of consuming Class A (methamphetamine) and Class B (MDMA) controlled drugs.

Davies was found guilty on all 12 charges laid upon him and Fairbank guilty of two charges of offering MDMA and one charge of attempting to procure MDMA.

He was found not guilty of attempting to procure methamphetamine.

This is the first time any member of the New Zealand military has been charged for attempting to supply, consume or procure methamphetamine in a court martial. Davies was sentenced to 365 days in the Services Correctional Establishment and Fairbank was sentenced to 126 days. Both servicemen will be dismissed from service on completion of their sentences.

In his sentencing, Judge Duncan Harvey said while the New Zealand Defence Force was not immune to the presence of drugs in New Zealand society, it would not and could not be tolerated.

“Illicit drugs have no places within the New Zealand Air Force and the New Zealand Defence Force is clear in its opinion that the misuse of substances is incompatible with service. There are harmful effects on individuals and also health and safety implications for those involved, and their colleagues.”
A magnitude 8.5 earthquake has struck the small nation of ‘Marlbrocco’, severely affecting the capital city, Havelock, and nearby Pelorus Sound. Havelock Hospital has collapsed and urgent medical aid is required. Most of the nation’s settlements are only accessible by boat and it is unknown how these have fared. Rapid deployment of NZDF teams is required.

So began a complex multi-day exercise for more than 90 officer cadets from Navy, Army, and Air Force recently as part of their Joint Officer Induction Course at Base Woodbourne. Designed to consolidate classroom training, the experiential learning activity required students to apply maritime navigation, land and sea survival skills.

For many commissioning from rank, who joined the course with a range of military skills, this was challenging in unexpected ways. The nature of joint training irons out single service pre-conceptions about how to approach a task and forces students to support and work with others in new ways.

Air Force Officer Cadet Ali McKain said the training was a “brilliant chance for us to test our knowledge and practise our basic survival skills”.

“The key to our success was teamwork. The training promoted further bonding within our sections and encouraged us all to work more cohesively in what was a relatively stressful environment. Overall the exercise was a fun but challenging opportunity. Whether it be tying bush-buttons or swimming in boots, new practical skills were acquired by everyone in conjunction with improved teamwork and leadership abilities.”

Officer in charge of the exercise, Lieutenant Jessica Shaw, was pleased with how the cadets responded to the many challenges, alongside the capability of the instructors who delivered the course.

“It was a complex exercise with many moving parts but it’s always great to see our instructors modelling the tri-service cooperation that we encourage the cadets to develop during their brief time together.

They have a really short window to build key relationships at the outset that will serve them well for their future careers” said Lt Shaw.

During the exercise students had to plot the fastest route through a narrow channel with significant tidal stream for the safe evacuation of a seriously injured sailor. After negotiating numerous hazards and completing the evacuation, they were tasked with a surprise 150m swim to shore – fully clothed and using different techniques to stay together.

NZDF Medics-turned-patients provided a range of unpredictable real world situations to hone basic first aid training. Finally, to support the disaster relief effort, cadets had to search for supplies as if they’d been air dropped in the Waihopai Valley area, covering 2km of ground on foot around rivers and bush. They located cyalume (glowing) sticks which were later traded for minimal rations and tools to prepare for a night in the bush.

The exercise gave officer cadets plenty of opportunity to realise the benefits of being more connected – both within NZDF and beyond our shores. Included in this intake were students from Malaysia, Fiji, Timor-Leste, and Papua New Guinea, participating under the Mutual Assistance Programme. There were also two Australian Cadets from the Royal Military College Duntroon who are completing their Officer Training in New Zealand as part of an exchange programme with the NZ Army.
Dealing with traumatic amputations, gunshot wounds and severe assaults was all part of the programme for a group of trainee tri-Service medics in an isolated area near Dip Flat in the South Island recently.

The field exercise, which saw the medics living under the stars with just ration packs and river water, was the final field hurdle for the senior students before they graduate in May. Junior students also attended the exercise as section members and acted as casualties.

The exercise included scenarios that would challenge the students, not just medically but ethically, with other issues to consider as well, such as the Geneva Convention.

Senior Defence Health School instructor Staff Sergeant Bruce McLean said the same academic standards were retained from the previous course, which sees the students complete “pretty intensive classroom work” for 18 months of the two-and-a-half years, with 40 weeks dedicated to on-the-job training, and field work.

The Defence Health School New Zealand will graduate a class twice a year from May this year. This could see up to 40 qualified medics per year being sent from the school into the wider NZDF.

The new training model is taught in two parts, the first being the Military Medical Technician course, followed by the medic course. Both are split into two modules, one focusing on primary health care and the other operational care, in both operational and domestic environments.

SSGT McLean said there were modules on resilience, leadership, and mentoring.

“That’s why it’s great to have the junior students here playing the casualties. They are also learning all the time by seeing how the seniors handle different situations.”

The scenarios involved situations an NZDF medic could find themselves in – dealing with injuries caused by an improvised explosive device, large flesh wounds, and severe head injuries.

Senior student Aircraftman Michelle Maclean completed a degree in health sciences before she applied to become a medic in the Air Force.

“I had worked overseas in Cape Town as a volunteer after I finished my health science degree. We dealt with a lot of trauma, and I enjoyed the adrenaline rush, making stuff happen, and helping people.

“When I returned home I decided to do this course because of the life experiences working in the military would offer. It’s a job where you are out and about, and it’s fitness-focused. The on-the-job experience is great.”
"The exercise must be realistic and get the students thinking critically about what they’re doing."

- SSGT Bruce McLean

**MAIN:**
Two patients are treated inside the role 1 field hospital

**LEFT TOP:**
A casualty from the enemy party is dragged out to the ambulance pickup point

**BOTTOM LEFT:**
A thermal blanket is wrapped around a patient from the enemy party

**BOTTOM RIGHT:**
A patient is transported on a stretcher from the ambulance to the role 1 field hospital with IV fluids above them
Orion Flypast Kicks Off 25 Years of Open LGBT+ Service Celebration

The New Zealand Defence Force, is about to begin a year celebrating Pride 25 marking 25 years since lesbian, gay, bisexual and transgender (LGBT+) personnel were welcomed to serve openly.

A flyover by a P-3K2 Orion at Auckland’s Big Gay Out at Coyle Park is the first in a series of public events throughout the year that the NZDF will take part in to celebrate Pride 25. This will include the Wellington International Pride Parade on 16 March and a photo portrait exhibition in Auckland of current and past LGBT+ personnel.

“Pride 25 aims to remember those who had to once serve in silence in our Navy, Army and Air Force, to celebrate how far we have come, and to inspire our latest leaders across our Defence Force to continue efforts to make the NZDF a diverse and inclusive military,” Chief of Defence Force Air Marshal (AM) Kevin Short said.

Following the passing of the Human Rights Act in 1993, the NZDF moved swiftly to incorporate the Act into its policies, and in early 1994 openly homosexual men and women were able to join and serve.

“It’s sad to reflect there was once a time in this country where people were legally discriminated against on the basis of their sexuality, including here at the Defence Force, where being homosexual was considered incompatible with service in uniform,” AM Short said.

“In those times lesbian, gay, bisexual and transgender staff members were forced to hide their true selves from their Service and colleagues. And, of course, there were fine people who left us during that time because they didn’t feel welcome, safe or valued.

“Today, the NZDF is a global leader in military LGBT+ inclusion and as we reflect on how far we have come in 25 years, we think the transformation from exclusion to inclusion is worth sharing and celebrating.”

The NZDF must continue its journey to become more inclusive and diverse, through programmes like Operation Respect, to make sure it was offering a welcoming and rewarding career to talented New Zealanders, AM Short said.

“Having a workforce with diverse backgrounds, skills, and thinking has been built into our strategy to ensure our Defence Force continues to succeed for New Zealand in the complex global security environment.”

ABOVE: Flight Lieutenant Liam Scott
Police Senior Constable Barry Shepherd said that as part of the exercise, about 40 personnel from Police and New Zealand Land Search and Rescue practised being winched out of a Royal New Zealand Air Force (RNZAF) NH90 helicopter at Turangi Airfield.

“These personnel have not previously worked with an NH90 helicopter so it was an opportunity to familiarise them with its operating procedures,” Constable Shepherd said.

Air Commodore Tim Walshe, the Air Component Commander, said the winching practice was useful because many search and rescue operations are conducted in areas where it is not possible to land helicopters.

New Zealand Land Search and Rescue personnel were winched out of an NH90 helicopter into the bush during the recent search and rescue operation for a 60-year-old tramper who went missing in the Tararua Ranges.

The Air Force’s search and rescue capability delivers vital public service in New Zealand and overseas. One NH90 helicopter, one P-3K2 Orion surveillance aircraft and one Royal New Zealand Navy vessel are on standby for search and rescue callouts at all times.

SAR Training with NZ Police

“In many cases, winching is the only viable option to get search personnel or people being rescued to or from the ground safely,”

- Air Commodore Tim Walshe

No. 3 Squadron personnel conducted a search and rescue exercise with New Zealand Police recently as part of ongoing efforts to ensure both services operate together seamlessly during what are often life-saving situations.
On the Right Track

FLIGHT CHARTS

Y E A R :  C. 1943

During World War II (and for many years after), flight crews relied on paper-based aeronautical charts to plan, and fly, operations. While bomber aircraft had navigators on board with a dedicated chart table to spread their maps, fighter pilots had to carry and use their own. They would often fold these maps to fit on their thigh, making it easy to refer to the section they needed in the cramped confines of their cockpit. Those pictured here were used by Kiwi Spitfire ace, Wing Commander Johnny Checketts, when flying fighter sweeps over France – you can see his flight paths, both in and out of enemy occupied territory, clearly marked in pen.

From the collection of the Air Force Museum of New Zealand
This month *Air Force News* take a look at the dramatic change in how air crew have used maps in order to navigate across the skies. In the latest in our series comparing historic and modern equipment, we find that a device commonly found in homes can also house the latest technology for our pilots.

**ELECTRONIC FLIGHT BAGS**

*YEAR: 2016*

The tools which help pilots to navigate have come a long way over the years. Electronic Flight Bags (EFB's) were only introduced into the Air Force a few years ago, however they are now commonly used on all Air Force aircraft types. Applications such as AvPlan and Jeppesen allow pilots to easily input both high and low level navigation routes; the applications will calculate time, distance, fuel and speed requirements within a split second. This saves significant time and any inaccuracies that can arrive from manual planning. EFB’s also reduce the amount of paper required in the cockpit. Using their EFB, a pilot is able to instantly bring up any aerodrome map, approach plates or even weather at their destination.
When Ian Hingston joined the Royal New Zealand Air Force (RNZAF) in 1959, Walter Nash was the New Zealand Prime Minister, United States President Dwight Eisenhower and Soviet Union leader Nikita Khrushchev were protagonists at the peak of the Cold War, and the Morris motor company had just released its first Mini model, which cost £500.

Last month he finally called time on his career, after 60 years and 30 days of continuous service. He had joined as a boy entrant, aged 17, in the electrical trade.

“I was from a broken home, as were a lot of the other boys in the intake,” he said. “We were obviously looking to get away and start a new life of our own.”

After postings in his early years as an electrical fitter trainee at the Wigram and Woodbourne bases, he completed his training and was posted to Ohakea and then Tengah, Singapore, where he was the senior non-commissioned officer in charge of the 41 Squadron Electrical Section, which operated Bristol Freighters around Asia.

In 1969 he was part of a team of 50 Air Force personnel sent to the United States to train on the Skyhawk fighter jets.

“We were at Cecil Field, a Navy base in Jacksonville, Florida. The pilots and servicing crew trained on US Navy Skyhawks, eventually receiving New Zealand’s Skyhawks as they came out of the factory in California and testing those,” he said.

During that time Apollo 11, the first manned spaceship to the moon, launched from the Kennedy Space Centre in Florida and we went down to watch.”

The following year he was part of the team that towed the RNZAF’s new Skyhawk fleet through the streets of Auckland, after they arrived on the USS Okinawa. Mr Hingston proudly sat in the cockpit of one of the aircraft as they were taken down Queen Street, ignoring a request from the Political Youth Movement leader Tim Shadbolt to activate the ejection seat.

Because of his familiarity with the planes, he returned to the United States in 1986, as part of an RNZAF team of six in Grand Rapids, Michigan, on the Skyhawk refurbishment programme.

Mr Hingston was the project publications senior non-commissioned officer, where he documented all the changes being made. He was singled out later by the management team of Lear Siegler, which conducted the refurbishment, as one of the most productive people in the department.

“We fitted F-16 supersonic fighter jet components in them, on the assumption the RNZAF would be upgrading to F-16s, but that didn’t happen,” he said.

In 1972 he was initially disappointed to miss out on a role in the New Zealand embassy in Moscow as the maintenance officer. However, when a Russian spy working in the Russian embassy in Wellington was detected and deported soon after, his disappointment turned to relief.

“As a military person working in the New Zealand embassy in Moscow I would have been the obvious person to be identified as a Kiwi spy and kicked out,” he said.

He got out of uniform on Friday, 17 February, 1989, and turned up for work in civilian clothes at the same desk – and position – in Bunny Street, Wellington, on Monday, 20 February, 1989, to continue working as second in charge at RNZAF Technical Publications.

“I thought it was the right time to get out of uniform, before it was too late to get a job as a civilian,” he said.

His latest and last role was as the Manager of Publications, Information and Drawing Support, which he had filled since 2002.

The New Zealand Defence Force was much different today than it was when he joined, Mr Hingston said.

At a function recently to celebrate his 60 years of service, Chief of Defence Force Air Marshal Kevin Short said for Mr Hingston to serve 60 years was a fantastic achievement.

“That is three-quarters of the existence of the RNZAF,” Air Marshal Short said. “Your dedication to serve, in and out of uniform, has been incredible.”

Mr Hingston said he had thoroughly enjoyed his time in the Air Force.

“What has kept me going is a passion for the job and a passion for the people who have worked with me. But it is time for me to move on now.”
“It was a slower pace back then. You dealt with people face to face and if you wanted something you wrote a letter and expected a reply in about a month. These days you get an email and five minutes later, if you haven’t answered that email, you get a reminder.”

- Ian Hingston
Remembering the Kiwi Great Escapists

On the night of March 24, 1944, the largest prisoner of war (POW) breakout ever attempted occurred at Stalag Luft III, a German camp for captured Allied airmen. Having taken over 750 men more than a year to prepare, this ‘Great Escape’ was unprecedented in its organisation and scale, but also in its tragedy.

The subject of books, films (including the famous 1963 Hollywood version featuring Steve McQueen), and countless documentaries, the Great Escape is one of the most well-known events of World War II. As we mark the 75th anniversary, it’s timely to remember that, among the 76 airmen who escaped through the tunnel that night, were five Kiwis, including RNZAF VC winner, Leonard Trent.

Squadron Leader Trent had been shot down and captured after leading a relentless, yet ultimately, disastrous daylight bombing raid on 3 May 1943. He received the VC for this action, but only discovered this after spending the rest of the War as a POW.

An inmate of Stalag Luft III, Trent was one of 240 men initially selected to make the escape. He was the 79th to pass through the narrow, hand-dug tunnel, following fellow New Zealander Flight Lieutenant Michael (Mick) Shand. Shand managed to escape into the nearby forest, before being captured by the Gestapo a few days later and brought back to camp.

Trent, meanwhile, experienced the end of the Great Escape first-hand. One of the last prisoners to clear the tunnel, he was lying on his stomach in freezing snow when a German guard approached. Not noticing Trent in the darkness, the guard was about to relieve himself when he spotted the tunnel in front of him. He let off a signal shot with his rifle and Trent immediately leapt up shouting ‘Nicht schießen!’ (‘Don’t shoot!’). He was captured on the spot, and taken back inside the camp gates, where he was sentenced to three weeks’ solitary confinement on starvation rations.

Meanwhile, Flight Lieutenant Arnold Christensen, Flying Officer Porokoru (Johnny) Pohe and Squadron Leader John Williams DFC, had all escaped before Trent, and managed to evade capture for several days before being discovered and arrested south of the camp. These three young New Zealanders were among the 50 Allied airmen shot by the Gestapo following the escape. Their names are etched on the Roll of Honour at the Air Force Museum of New Zealand.

FROM LEFT TO RIGHT:
Sergeant Johnny Pohe
Squadron Leader Leonard Trent DFC (later VC)
Squadron Leader John Williams DFC
Flight Lieutenant Arnold Christensen
Opportunity from out of the Asbestos

BY SQUADRON LEADER WIN WALKER

The transformation to smart warehousing yields big rewards. The benefits are productivity, accuracy, turnaround time and assurance.

“"The end state is model warehousing which meets customer needs, provides proper husbandry and is a best practice environment to induct, train and develop RNZAF Logistics Specialists at the front end of their career.”

Base Auckland’s Main store holds 27,719 serviceable lines of stock critical to the four Whenuapai-based fleets. The path to transformation was a daunting prospect when personnel were at a premium and there were burning priorities. In a strange turn of events asbestos created an opportunity.

An earlier re-cladding effort of the 1940s era building had left the remnants of asbestos. In accordance with health and safety regulations, NZDF undertook a complete decontamination and an opportunity to rework the floor plan was created.

A convergence of factors provided the roadmap for change. The consolidated logistics programme had provided mobile applications and hardware to expedite transactions. Air SAP Support Unit had proven the benefits of barcoding Air Inventory and someone came up with the bright idea of moving every rack 90 degrees, which grew capacity by 180 M³ to enable a workflow that supported the emerging logistics technology and reduced working at heights risks.

To get there did not come easily. The decontamination, re-racking and restocking shelves required multiple shifts for over a month, immense analysis, mystery solving, begging for staff and apologising to just about everyone. We learnt lessons and put in place founding principles to enable best use of barcoding and mobile devices. Minor rollouts of the technology in other sections had taught us well.

Principle 1
The ‘Sally height’. All stock that hasn’t been moved in five years is placed higher than 150 cms. Why? Sally is 156 cms tall. The Sally height has reduced stock picker movements from 15 per day to 1 per day.

Principle 2
The barcode security seal for bags of multiple items means that every year through stocktaking we don’t have to count. When there are multiple items in a single bag a security seal is placed so that the contents are counted only when the security seal is broken.

Principle 3
We have the fast moving lines close to the office and push the slower further away. This is routinely revalidated.

Principle 4
The barcoding information works with both the mobile applications and also in SAP fields. By placing the item so the barcode is visible it enables scanning to be faster.

Principle 5
We have a wealth of soft skills that individuals are daily improving. By providing the mobile devices, a range of apps and barcoding, our digital natives have adopted better ways faster and with greater accuracy. The digital capability has made doing the right thing easy.

“The end state is model warehousing which meets customer needs, provides proper husbandry and is a best practice environment to induct, train and develop RNZAF Logistics Specialists at the front end of their career.”

SQUADRON LEADER WIN WALKER

Base Auckland’s Main store

MAIN:
A Force for Good in the Tasman Region

**Hours of planning and preparation paid off for the latest intake on the Initial Officer Training Course that incorporated community service work that many described as “the best week of the course”**.

To consolidate their military skills and ensure they’re ready to integrate into Air Force operations, the culminating exercise of the training is designed and delivered by the trainees themselves – testing their leadership and ability to work together as a team while serving the community.

During the week-long exercise, officer cadets worked in Canterbury with Habitat for Humanity on a variety of projects, including landscaping, painting, rubbish sorting and removal, and designing and constructing a workbench to make a recycling centre fit for purpose. They enjoyed hearing stories at the local RSA and also helped clear out a previously flooded shed for an elderly gentleman who was still riding his tractor at 92-years-old.

It was a memorable week for the younger generation too, as children in Years 3-6 at Parklands School took part in games and team-building activities run by the cadets. It was rewarding to receive teacher feedback that kids who didn’t normally participate were really engaged and had a great time.

The team also helped the school prepare for their annual festival by digging a hangi pit and taking care of several odd jobs.

From adventure training to community service, the exercise highlighted the need for effective communication to create an inclusive and productive environment.

“It really showed me how to get the most out of a team,” said Officer Cadet Samantha Marra. “We achieved everything we set out to do and the team excelled at making it all work to a high level. It equipped me for operational service by providing a platform for planning with all the situations that arise when you have a high degree of complexity and time pressure.”

Having completed their Initial Officer Training at Base Woodbourne, the group is well on their way to playing their part as a force for New Zealand.

**THE ART OF WARFARE**

**Strategy**

A prudent idea or set of ideas for employing the instruments of national power in a synchronized and integrated fashion to achieve theatre, national, and/or multinational objectives.

**Air Power in Action**
Auckland Avionics Squadron has played a lead role in running an Aquabot competition for local schools since 2016, when Sergeant (Sgt) Todd Noyce identified an opportunity for the Squadron to be involved with young people preparing for an Aquabot competition in the United States.

Sgt Noyce mentored his young team to success in the national competition in New Zealand and prepared them well for their USA experience.

Corporal (CPL) Samuel Ward has carried on this initiative with assistance from other squadron members and the competition curator, Gareth Bodle. The success of this competition, and the engagement it provides the students in technical skill and aviation practices, resulted from a simple idea that was followed up by our people. This shows how easy it is for any unit to support initiatives that engage the community leading to successful outcomes for more than just the Air Force.

The Aquabot competition is a Science, Technology, Engineering, Mathematics (STEM) programme devised by the US Navy Office for Naval Research to encourage school students in the fields of Engineering and Robotics.

The teams competing at Whenuapai were from South Auckland and local Hobsonville schools that had all had some exposure to the programme in the past however, this was the first time a competition had been held in Auckland.

Avionics Squadron engaged with local schools, businesses and engineering consultancy firm WSP OPUS to make the event a success. To build the aquatic robots Squadron members instructed and mentored local school students in soldering, engineering and 3D printing and, were central to the smooth running of the competition at Base Auckland’s pool.

Corporal Tom Goodman had played a part in the 2017 USA competition team and was adopted by students again to mentor their “Flying Kiwis” team for this year’s attempt.
The success of the day was based around collaboration between the RNZAF, local schools and businesses, and large a corporate to bring together the organisation and infrastructure required for students to develop and challenge themselves in the field of engineering and electronics in a competitive environment.

Competition day had 30 students either competing on four courses in the base pool, or giving a presentation to a panel of judges in the Aviation Medicine Unit complex. Pilot Officer Georgie Cresswell was the Air Force member on the presentation judging panel, which also included an engineer from WSP OPUS, and the organiser of the national Aquabot competition.

Carrying out compliance checks on each Aquabot entered in the competition was undertaken by Avionics Squadron volunteers. School teachers and parents were all full of praise for the contribution of the Avionics Squadron team as instructors, mentors and role models to the students. The programme required problem solving, innovation and initiative with a $20 budget for students to modify their Aquabot.

The success of the competition has led to planning for next year’s competition, which will encourage more students and schools to enter.

The competition, and Base Auckland’s Avionics Squadron’s close involvement, has ensured the Air Force has a strong profile in encouraging students into STEM subjects and careers in a challenging and competitive environment.

Following the Auckland event three teams travelled to Nelson in November to compete in the New Zealand national competition where “Flying Kiwis” came first and the other Hobsonville High School team “Charjah” came forth in the High School category. Hobsonville Primary School came first in the Intermediate category.

The two winning teams will travel to United States to compete in Washington DC in June 2019 in the USA national competition.

The aim of the wānanga is to teach the art of calling and bring the essence and spirituality to ceremonial outputs for NgātiTūmatauenga. This wānanga is open to Te Ope Kaatua, Te Taaua Moana and Te Taauaa Rangi personnel. The wānanga is facilitated by Tūi Matira Ranapiri-Ransfield.

Students will learn karanga, poroporoākī, traditional movement integration and composition of traditional sounds.

**COURSE INFORMATION:**

**DATES:**
9 – 12 April 2019

**WHERE:**
Rongomaraeroa o ngā Hau e Whā Marae, WMC

**MORE INFO CONTACT:**
Marae Staff Officer:
WO2 Aaron Morrison  ph: 027 912 7593

Marae Educator:
Mr Steve Bethell  ph: 021 914 068

Maori Cultural site:
http://communities/mcg/default.aspx
A festive atmosphere is planned for the first weekend running of the Tower de Force Challenge at Auckland’s Sky Tower this month.

Teams from Army, Navy and Air Force will join first responder teams from Police, Ambulance and the Fire Service, taking part in the event, on March 23. This year Skycity has chosen to align with entertainer Mike King and The Key to Life Charitable Trust’s ‘I am hope’ campaign.

“We have given much thought to changing the focus of the Tower De Force Challenge. Skycity will always support Poppy Day and Anzac Day – however we feel that ‘I am hope’ aligns well with all the organisations we have invited to participate in next year’s Tower De Force Challenge,” says Skycity Corporate Events organiser, Elizabeth Leuchars.

“There is no doubt that these organisations are all very affected by the rates of depression and suicide that are so alarmingly prevalent in New Zealand, and that many participants are the first responders arriving on the scene of these traumatic situations.”

Before the Tower to Force Challenge, Skycity will invite all teams to meet with and hear from Mike King in early March.

“We believe attending Mike’s presentation will add value and strengthen the commitment by the teams, and give them all, more of an understanding about ‘I am hope’ and learn ways how we can all support this cause and reduce this catastrophic epidemic affecting New Zealand,” says Ms Leuchars.
Notices & Quiz

1. When was the powered aeroplane first used in war?

2. What does the term ‘Mach number’ refer to?

3. Peenemunde in Germany was bombed on the night of 17/18 August 1943 by 596 bombers. What was the purpose of the raid?

4. What emblem featured within RNZAF roundels prior to the current Kiwi emblem?

5. During October 1943, 1 (BR) SQN RNZAF received Lockheed Ventura aircraft for operations in Guadalcanal, Solomon Islands. What missions were conducted with the Venturas?

6. When did 40 SQN RNZAF start flying in Operation Ice Cube to the Antarctic?

7. What type of engines are fitted to RNZAF B757 aircraft?

8. What aircraft type was used to transport 161 Battery, RNZA, to Vietnam in July 1965?

9. The RNZAF supported the SEATO Logistic Aid Programme to Thailand (a.k.a Special Logistics Aid to Thailand (SLAT)) during the 1960’s. True or False?

10. What was SEATO?

Answers

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

Air Power Development Centre Quiz

Following the success of the 2018 Invictus Games, applications are being called for from current and former service men and women for the 2020 Invictus Games.

Applications close 1 May 2019.
The Invictus Games are an international sporting event for wounded, injured or ill current and former service men and women.
The next Games will be held in The Hague, the Netherlands, from 9-16 May 2020.

Criteria for application:

If you have had a life-changing event, through injury or illness (mental or physical), while serving in uniform within NZDF, either domestically or operationally, which:

- Occurred during NZDF service
- Was caused by NZDF service or related to it
- Was aggravated by NZDF service

Ultimately the decision of eligibility to be considered for the Invictus Games lies with the Invictus Governance Board.

Applicants must be able to:

- Travel long-haul internationally (independently or with minor assistance) in economy class (exceptions may be considered)
- Participate in multiple sporting events
- Self-manage own medication
- Attend camps and travel internationally without it interfering with any future surgical or medical interventions
- Attain unit approval for current serving/NZDF civilians
- Attain employer approval

Registration & queries:

To register your interest or for any queries email: adaptivesport@nzdf.mil.nz

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During the Wings Over Wairarapa airshow the RNZAF Kiwi Blue parachute team dropped by as part of the NZDF’s display. The crew made sure to stop and greet the crowd after their successful jump and I was able to catch this moment between the crew and a very excited audience member.
Cheer on New Zealand military and emergency response teams as they compete in this exciting urban relay challenge. Show your support for the teams and give generously to support the I Am Hope Foundation.

Saturday 23 March  2pm–5pm
Sky Tower & SKYCITY Plaza

To make a donation: https://givealittle.co.nz/org/keytolife