

AIR FORCE NEWS

Celebrating
100 years of
military aviation

Future
planning in
the Pacific

King's
Birthday
Honours

#259

JUL | 23

A young woman with dark hair and freckles is smiling at the camera. She is wearing a dark firefighter's jacket with reflective yellow and white stripes. A Motorola radio is clipped to her chest. In the background, there is a large fire, which is out of focus.

**Firefighter
of the Year**

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OUR MISSION

The RNZAF will provide New Zealand with relevant, responsive and effective Air Power to meet its security interests.

OUR VISION

An agile and adaptive Air Force with the versatility essential for NZDF operations.

COVER:

Firefighter of the Year

PHOTOGRAPHER:

CPL Rachel Pugh



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First Word



B | BASE COMMANDER BASE AUCKLAND
Y | GROUP CAPTAIN MIKE CANNON

“The significant factor throughout has been to evolve and evolve quickly. Learning and adaptation has to be a critical enabler for our honourable profession of arms.”

One hundred years ago Sir Henry Wigram returned to New Zealand from Europe excited about what the future of aviation might hold, although I’m sure he couldn’t anticipate how the Royal New Zealand Air Force would take shape.

What he did have was a sense for the possibilities and a willingness to evolve his thoughts and ideas to harness the passion and drive of those people exploring the boundaries of the embryonic air power environment. This led to the formation of what we now know as the Permanent Air Force.

The rate of change that air power experienced between then and now in technological advance, complexity and lethality has been immense. Having said that many things have stayed the same.

If we think about the air power roles in a New Zealand context, the key elements of sensing, moving and engaging have not significantly altered. The early aviators used the aeroplane for vastly improved situational awareness across the battlespace – the aeroplane made it easier to move key logistics requirements with reach and speed, and targets could be engaged at a place and time of our choosing. In the contemporary environment, the Air Force continues to sense, move and engage.

The sensing might now involve space domain awareness or open source intelligence through No. 230 Squadron; moving may be tactical or strategic air mobility, be it rotary or fixed wing; and engaging may be Airborne Surveillance and Response Force or Naval Helicopter Force prosecution of targets. Importantly, it may also be the softer skill of our amazing people engaging and demonstrating professionalism on the world stage.

The Air Force is going through generational change, similar to the rate of change experienced at Wigram in 1923. Living at that rate of change is tough. But to simply say that things won’t be the same, or this isn’t what our people joined up for is missing the point. Looking backwards isn’t what our people joined up for; they joined up for the challenge of taking our Air Force forward and to be at the cutting edge of technological and cultural change.

The Air Component Commander’s PLANEX (pages 4–7) was a way to challenge the Air Component to learn and adapt. It will influence the way the Air Force evolves in coming years. To continue to be relevant we must conduct these activities to challenge our tactical thinking and make sure we set the conditions for success in the air and space domain. That is what the people of New Zealand expect from us, and importantly what those who wore this uniform with pride before us would have absolutely expected.

Base Auckland has evolved recently with the retirement of the P-3K2 and move of the Airborne Surveillance and Response Force to Ohakea.

The challenges will continue as we look to transition to the C-130J-30 and Maritime Helicopter Replacement. These are good challenges to have. As the base evolves we will see enhanced capabilities, and our team will have to learn and adapt as we push forward. That includes uniformed personnel, Defence Force civilians, reservists and contractors. We all have our part to play and together we can all make a difference.

Future planning in the Pacific

B | EDITOR
Y | REBECCA QUILLIAM

The year is 2026. Tonga has been suffering a severe drought and long-term support from the Air Force is required. New capabilities, the P-8A Poseidon and C-130J Hercules are operational, but does the Air Force have the support staff numbers to sustain a long deployment to the Pacific as well as taking on other operational outputs? That's the question a team of personnel set out recently to answer.





The week-long planning exercise took place at Base Ohakea with teams from a wide range of Air Force branches as well as personnel from New Zealand Army and Royal New Zealand Navy. They sat down to discuss just how much work the Air Force could take on until it reached its limit.

The exercise was based around the Joint Military Appreciation Process (JMAP), which is used to plan operations in advance.

The scenarios developed for the exercise were based on situations the Defence Force was familiar with, Chief of Staff for the exercise Group Captain (GPCAPT) Peter Gibson said.

“They are around humanitarian aid, some strategic transport with our coalition partners in the Pacific and some maritime patrol in the Asia Pacific region as well. We’ve been asked to plan how the Air Force would respond to those over a six-month period.”

The first of the four scenarios the planning team needed to consider involved support to Tonga, where infrastructure was failing after a period of severe and enduring drought. HMNZS Canterbury was to be deployed with NH90 helicopters, which would spend three months distributing aid and supplies.

“There were also three other lines of effort. One involved a Hercules, which was being used to support partner nation activities in the Pacific, with coalition strategic airlift capability.

“Another was to deploy two P-8As to different locations – one doing a task similar to the tasks the P-3K2 Orions performed monitoring UN sanctions against North Korea, and one taking on maritime patrol work closer to home, but potentially based away from New Zealand, just to load up the challenge,” GPCAPT Gibson said.



Speaking half-way through the exercise, GPCAPT Gibson said the teams were working through what those deployments might look like, where they might go, and, key to it all, how many people it would take to complete the deployments.

“We’re probably going to have a demand signal that in some areas exceeds our real-world capacity. And that’s what we’re trying to discover – how far we can stretch the organisation. As an example it may be that aircrew aren’t the problem, it may be we just don’t have enough refuellers.”

The Air Force, along with the rest of the Defence Force, has faced major attrition problems over the past couple of years, however GPCAPT Gibson said the team was working on the assumption that those figures would improve over the coming years. This would allow the RNZAF’s baseline workforce size and shape to be tested.



In order to meet the number of people the deployments would need, two groups within the exercise looked at different measures to meet requirements.

“One of the groups was taking an extreme approach, like what if we stopped recruit training or Wings Course training for that six months and we took those personnel and put them into the operation – would that be enough?”

“The other group was looking at the same problem if we continued our normal training and the operation deployed with what was left over. That might show we could only do three months, not six months, or we could do it for two months and then give it two months’ break and then come back for another two months,” he said.

“It’s quite an important exercise. It’s fair to say that people feel the Air Force could be bigger in terms of numbers of people, but it’s really hard to argue that unless you’ve got some evidence and prove what we’re limited by. And something like this can be part of that process.

“What we’re discovering – and not just this week, but with what No. 5 Squadron’s doing at the moment in the real world – is figuring out just how much support does it really need.

“So our real-world experience plus this training will help confirm, or otherwise, what we thought about mission support or maintenance support. It then has a flow-on effect to units like No. 5 and No. 230 Squadrons about their size and shape and what we thought they could do and what they are really able to do.”

This was also an important opportunity for personnel to be involved with the JMAP process, GPCAPT Gibson said.

“It’s a skill that needs to be practised. It can be a complex process and coming in cold is hard work as we’re discovering this week. In the real world you might not have a week to plan an operation. We are going to find more ways to provide more operational planning training to our people on a more regular basis and I encourage everyone to grab those opportunities when they arise.”

“We’re probably going to have a demand signal that in some areas exceeds our real-world capacity. And that’s what we’re trying to discover – how far we can stretch the organisation.”

– Group Captain Peter Gibson



WORDS | CHARLENE WILLIAMSON & REBECCA QUILLIAM
PHOTOS | SERGEANT VANESSA PARKER, CORPORAL NAOMI JAMES & CORPORAL RACHEL PUGH



CELEBRATING 100

years of military aviation

Christchurch's Air Force Museum of New Zealand has celebrated 100 years since the birth of New Zealand military aviation. Hundreds packed the museum at Wigram to enjoy an open day commemorating the occasion and while the weather literally rained on the Air Force's parade stopping a planned flypast of aircraft from all the different fleets, it didn't stop the buzz from the crowds.





The Air Force Museum of New Zealand put on a cracking open day to celebrate the 100-year anniversary of Sir Henry Wigram selling a plot of land to the government of the day, for a bargain, for military aviation use.

Alongside an exhibition detailing the origins of the country's air power and the museum's usual exhibits, there was a ground display of A109 and NH90 helicopters that the public was welcome to explore; children's activities; and a jazz band to add to the atmosphere.

The museum was quickly filled with excited crowds and dozens of air cadets were on hand to help during the day.

A planned flypast of Air Force aircraft, including the new P-8A Poseidon, was sadly cancelled due to low cloud and rain throughout the day, however the A109 and NH90, which had been on display were able to take off and put on a show for the visitors.

The Ground Display director Squadron Leader (SQNLDR) Sean Willis said overall the day was a success.

"The amount of cadets we have here volunteering to assist has been phenomenal. We've got just over 60 helping in the museum and externally with the traffic management and security. They're all enthusiastic to be here and they have all been very excited in the lead up to this event."

The crowd numbers were gratifying and the fact that big numbers started early in the day was pretty good, he said.

"This is a very significant day for me. It was the start of the journey from a Permanent Air Force to its evolution into the RNZAF over the past 100 years. Credit to those individuals who, back in 1923, did all the hard work to get this established and start the military aviation journey for this country – it's pretty special."

The day recognised the vision and passion of Sir Henry Wigram and others to put something in place, thinking ahead to what the nation was going to need when considering the conflicts and activities that were happening around the world at the time, SQNLDR Willis said.



“It’s great to see the buzz and excitement, even with the inclement weather – there are a lot of people out there looking at the A109 and the NH90 and seeing what there is to see.”

– Squadron Leader Sean Willis

Chief of Air Force Air Vice-Marshal (AVM) Andrew Clark was also at the museum marking the occasion recognising work that had begun the journey to military aviation a century earlier.

Sir Henry Wigram was a foresighted man who could see what was coming along the track, he said.

“When he was the Mayor of Christchurch they had horse-drawn trams – he was the guy that said they should start using an electrified tram system. Later on when he was a Member of Parliament he could see that aviation was going to be a big thing in the future and important to New Zealand, but not everybody in the early days bought into that idea.

“Sir Henry Wigram spent a lot of time convincing others, convincing the New Zealand Government they should be investing in aviation in the future. And then extrapolating that military aviation was going to be an important military asset. He was ultimately successful with his ongoing persistence and generosity.”

When the Permanent Air Force was created a century ago, there were about a dozen people in it. That number swelled to about 200 in 1937 when the Royal New Zealand Air Force was officially established, AVM Clark said.

“Just seven years later there’s 42,000 New Zealanders in uniform in the Royal New Zealand Air Force. So there was this massive expansion and hundreds and hundreds of aircraft during World War II and of course we were training hundreds of people to send them

offshore to war. Today we are an organisation of about 2,500 people.

“Right from those early days aviation, military aviation and the Air Force has really been part of the fabric of nation-building of New Zealand. The early military aviation was part of establishing aviation throughout New Zealand, it was part of building the first airlines, we were also there with the government and farmers experimenting on how to do topdressing and so really it’s part of New Zealand’s story.”

AVM Clark said it was a shame that on the open day the weather didn’t play ball.

“So after about 120 years of aviation, 100 years of military aviation, we’re still working on controlling the weather.”

LEFT

(L-R) Sir Henry Wigram with Lieutenant Colonel Arthur Bettington, from the British Air Ministry at Sockburn Aerodrome in 1919

MIDDLE LEFT

Personnel oiling an Avro 504K at Wigram aerodrome, circa 1930s

MIDDLE RIGHT

Exhibition Designer Chris Pole unpacks a Watts Propeller from a Gloster Grebe aircraft

RIGHT

Air Force Museum Research Curator Simon Moody looks through a scrapbook of images compiled by Wing Commander Ralph Cochrane during his service stay in New Zealand from 1936-1939. He was the first Chief of Air Staff for the RNZAF



“This exhibition is about the story of how, 100 years ago, the first steps towards the RNZAF we know today were taken. It looks at what caused the NZPAF to be formed in 1923 at Wigram as part of the Army, and how military aviation developed over the next 15 years.”

**- Museum Research Curator
Simon Moody**

The Air Force as we know it today dates back to 1937, but the full history of military aviation in New Zealand goes back further than that.

Museum Research Curator Simon Moody said it all began just before World War I when local businessman and former Mayor of Christchurch Sir Henry Wigram visited Europe and witnessed the huge strides taking place in aviation.

Keenly aware of the potential of both military and civilian aviation, in 1916 Sir Henry, also a long-serving member of the Legislative Council, opened the Canterbury Aviation Company, New Zealand's second flying school, on land he bought at Sockburn.

“Sir Henry was one of the individuals instrumental in promoting New Zealand's understanding of the part air power would play in future combat,” said Mr Moody.

The New Zealand Permanent Air Force (NZPAF) was established on 14 June 1923 and a week later the New Zealand Government purchased a large portion of Sockburn Airfield from Sir Henry Wigram, at a much subsidised price, which would subsequently be renamed Wigram in his honour.

Wigram is now the site of the Air Force Museum and a centenary exhibition entitled NZPAF100: The Origins of New Zealand Air Power opened to the public last month at the museum.



It tells the story of how New Zealand went from no standing Air Force, to the formation of the NZPAF, then on to the foundation of the Air Force as it is today.

Mr Moody has extensively researched the formation of the NZPAF and said it was a complicated tale with lots of twists and turns, victories and setbacks.

“While the anniversary of the creation of an independent Air Force – the RNZAF in 1937 – remains our official birthday, this centenary is the basis of that milestone 86 years ago. It marks the founding of our first air base, at Wigram, where the museum stands today,” he said.

The exhibition acknowledges the experience of about 800 New Zealanders who served in the air or as ground staff for Britain and Australia in World War I. It shows that some of those individuals were integral to the development of military aviation in New Zealand during the 1920s and '30s.

He said this part of history for the Air Force was important as it helped in understanding how the Air Force became a separate service.

“The contributions of the pioneering aviators who preceded and then often led it in the early years help us appreciate the context in which military aviation developed in New Zealand between the world wars.



“It also bridges the gap between those few New Zealanders who served in the British military air services in the First World War and the creation of the citizen RNZAF in time for the Second World War,” Mr Moody said.

The NZPAF100: The Origins of New Zealand Air Power exhibition will run for six months.

Firefighter of the Year

WORDS | REBECCA QUILLIAM & SQUADRON LEADER JO ATKINSON
PHOTO | CORPORAL RACHEL PUGH

Corporal Rylee-Jean Fafeita has been awarded the inaugural Aviation Rescue Firefighter of the Year award at a ceremony held at Base Woodbourne.

It was a poignant moment for the trade and was an opportunity to present an award that recognises outstanding contribution and performance within it.

Corporal (CPL) Fafeita said she was honoured to be the first recipient of the award.

“With the fire trade being a heavily male-dominated trade, I felt proud to represent our wāhine and show that it is possible to be successful while also being a māmā.”

CPL Fafeita joined the Air Force in 2018 and became a firefighter because she was looking for opportunities to help others in need and make a difference.

“The thing I love the most about my role is the people I get to work with. Being on shift and spending so much time together builds that whānau dynamic we need to trust each other in and out of emergencies.

“Another highlight is the physical training, to be a firefighter you do need to be physically fit so being able to work this into a typical day is a huge benefit for everyone.”

Firefighting was a great trade for recruits to look at joining, she said.

“If you love working in a team environment where the pace can change at any given moment, then the fire trade is definitely worth looking at. There are opportunities to respond to national and international emergencies working alongside other organisations or deploying with other units to support the given task.”

CPL Fafeita was awarded a trophy that was donated by Pete McMahon from Aviation Rescue Services Australia. Its design is a wooden flame with a trade coin embedded in the front panel.

The nominees were assessed against criteria including personal accomplishments, team accomplishments, overcoming adversity in the role, dedication to the role and personal qualities.

Her citation read that after returning from maternity leave in June last year, CPL Fafeita went back to full shift responsibilities and was able to quickly refresh the skills she required for her role as well as beginning preparation for her Junior Command and Control course.

In the course she was awarded the Instructors Choice trophy, presented to the student who best portrayed the attributes of a firefighting non-commissioned officer.

Immediately upon her return CPL Fafeita was placed as the officer in charge of a category 4 Garrison response.

CPL Fafeita has been able to meet and excel with the challenges of managing a mixed crew of civilian and RNZAF staff. She has developed an excellent rapport with junior staff, which allows them to feel comfortable on the shift whilst also ensuring they are performing to their full potential, the citation said.

“CPL Fafeita is always eager to learn and develop her abilities within trade and within the RNZAF. Her ability to adapt to meet the demands of her new responsibilities has been commendable and the Fire Flight, Operations Squadron command has been appreciative of her and her commitment to the trade and wider RNZAF.”

Meanwhile, Woodbourne Rescue Fire Services and the base's Fire Master Flight Sergeant Sam Hutton have been awarded Base Commander Woodbourne Commendations.

Woodbourne Rescue Fire Services' skills have been continuously demonstrated across 93 incidents and emergencies in the past 18 months, including motor vehicle, medical, fuel spill, light aircraft crash and hazardous material events.

Despite being at approximately 50 per cent effective staffing during this time, Woodbourne Rescue Fire Services has extreme dedication, commitment and a service-first attitude to maintain operational outputs.

In that time Woodbourne Rescue Fire Services also supported 26 weeks of Instruction at the Joint Fire School and supported a Command and Control Junior course held at Woodbourne.



King's Birthday Honours recognise excellence

B | EDITOR
Y | REBECCA QUILLIAM

GROUP CAPTAIN GLENN GOWTHORPE

Group Captain (GPCAPT) Glenn Gowthorpe has received a Distinguished Service Decoration in the King's Birthday Honours List for commanding the New Zealand Defence Force's Operation Protect Joint Task Force during the Covid-19 pandemic.

The recognition was a reflection of the work accomplished by the whole Defence team, he said.

"The outcome that our people achieved is what the award stands for."

The Defence Force was tasked with supporting the Managed Isolation and Quarantine facilities (MIQ) and about 1,200 Defence Force personnel were rotated through the facilities at any one time. Their tasks included assisting with daily operations, management, logistics, security and planning.

The Defence Force was the best organisation to take on the Operation Protect role because of its leadership structure, flexibility and discipline, he said.

During his 34 years of service to the Defence Force, GPCAPT Gowthorpe has served in a range of command and leadership positions, including the 20 months from October 2020, commanding the Joint Task Force.

His ability to engage with internal and external agencies such as Ministry of Health, District Health Boards, Aviation Security, New Zealand Police, New Zealand Customs Service and Ministry of Business, Innovation and Employment were critical in the Joint Task Force achieving its objectives.

By maintaining these relationships, and understanding the policy and risks, he enabled the Joint Task Force to execute the collective output of keeping Covid out of Aotearoa New Zealand communities.



The risks faced by New Zealanders were constantly evolving with the Delta outbreak in August 2021 and the Omicron outbreak in early 2022. GPCAPT Gowthorpe's leadership necessitated difficult decisions impacting the freedoms of not only his Joint Task Force staff but also the majority of New Zealand citizens. These decisions weighed heavily on his mind but contributed significantly to New Zealand being able to reduce restrictions and open borders.

"I had to make some really tough calls that I didn't want to have to make. When Covid got into the community and we needed to staff facilities with the community cases, which were the most challenging, I was asking my staff to go to places they did not want to go to.

"When the cases got really bad I was worried that we weren't going to be able to stump up with enough people to staff the facilities, because we were catching Covid as well, I had to confine my staff to hotels when they weren't working. That was a really tough decision to have to make, but at that time it was the right one to make.

"The role was a highlight in a way. It truly was a joint operation, working with the three services, with leaders from all the services. The people component of the job was the best part."

"I look back on the experience and it was such an interesting and rewarding job. I will wear my DSD with pride and I will never forget the genesis of it," GPCAPT Gowthorpe said.

SQUADRON LEADER GEORGE MCINNES

The NH90 helicopter pilot who helped to save the lives of three people from raging flood waters has received a Distinguished Service Decoration in the King's Birthday Honours List.

Squadron Leader George McInnes has been recognised for his flying skills in extremely difficult conditions during a major weather event in Canterbury in May 2021.

It was "pretty humbling" to receive the award, he said.

"I certainly didn't expect it."

Squadron Leader (SQNLDR) McInnes and the NH90 aircrew were deployed to assist the New Zealand Police Search and Rescue during a state of emergency that was the widespread flooding of the Canterbury plains.

He responded to a request to rescue multiple people who were trapped and endangered by rapidly rising floodwaters. The late-night conditions were extremely difficult for the helicopter aircrew with heavy rain, strong and gusty winds and a low cloud base. The local civilian rescue helicopter could not attempt the rescues due to conditions exceeding their operating limits and a swift water rescue crew unsuccessfully tried to reach a trapped motorist in the fast-flowing waters.

After an initial rescue attempt, a motorist leapt into the flowing waters only to be trapped by a tree. SQNLDR McInnes expertly manoeuvred the aircraft to attempt another rescue.

Battling against the extreme conditions, SQNLDR McInnes decided, without hesitation, to lower loadmaster Corporal (CPL) Adam Brown by winch down to the debris and branches to successfully rescue the trapped motorist.



He then flew the man and CPL Brown, both underslung under the helicopter, to the water's edge where police and medical staff were waiting.

SQNLDR McInnes was then called upon to rescue another two motorists trapped in their vehicle and in similar challenging conditions. He successfully extracted the two motorists before they were swept away by the raging waters.

Looking back on the rescues, he said he couldn't help but think of all the things that could have gone wrong, but didn't.

"Luck was certainly on our side. CPL Brown risked his life and I sent him down the winch – so that plays on my mind the most. He was able to hold onto the man while hanging upside-down at the end of the wire. If he didn't have that sheer strength and tenacity the man would have probably died."

The team is highly trained in rescue scenarios and the crew was experienced, but there was no way to train fully for swift water rescues at night in horrendous conditions, SQNLDR McInnes said.

"It was definitely a very complex rescue, there were a lot of moving parts and relatively high stakes throughout the whole night. I think the key point was that I had such a great crew to work with."

- Squadron Leader George McInnes

"I was lucky to have the right crew in the right helicopter in the right place at the right time. It was a combination of everything going the right way for the people in the water."

Helping Ukraine look to the stars

Space is a critical enabler for military operations, it is the ultimate high ground in which all other domains underpin their combat effectiveness. Maintaining assured access and security of space assets utilised by military forces are vital for enabling combined arms operations.

The conflict in Ukraine is no exception to these principles, where Ukrainian military is using Position Navigation Timing (PNT) Satellites, communications satellites, and Intelligence Surveillance Reconnaissance (ISR) satellites to enable combined arms operations defending their country from invasion by Russian forces.

Air Force space operations instructors from the Defence Force's Space Program were recently deployed to Poland as part of Aotearoa New Zealand's support for Ukraine. They supplemented a United States Space Force (USSF) initiative to integrate Armed Forces of Ukraine (AFU) space operations with USSF Joint Task Force Space Defence unclassified space situational awareness.

Space situational awareness is the foundation of comprehending and contextualising activities in the space domain, incorporating the identification, characterisation, and understanding of objects in orbit such as commercial and military satellites along with their uses. It ensures commanders are aware of the threats or risks to space assets that enables terrestrial operations, or threats to terrestrial forces by space assets.

Poland Armed Forces hosted the Defence Force, USSF and AFU personnel at the Wojskowa Akademia Techniczna (WAT), Military University of Technology, where three Ukrainian students were joined by three Polish students. Operating out of the university's new facility the students were trained on tools and systems used to identify and characterise space domain operations to produce reports for commanders and space operators.

"Training the Ukrainian and Polish armed forces in the conduct of space situational awareness activities has been a challenging and deeply rewarding task," one of our deployed Air Force personnel said.

"It has delivered a new capability to Poland and Ukraine, developed professional defence relationships with nations that share our common values and demonstrated that New Zealand stands with Ukraine in their current conflict against Russian aggression."

The students conducted a number of practical scenarios that ramped up to comprehensive scenarios. During the course the students integrated with the real-world operations using a virtual operations floor, gaining experience working alongside personnel from France, the United Kingdom and the United States.

It was not all one way instruction, the Polish and Ukrainian students provided their knowledge on many of the topics that in turn enriched the content. This often creates engaging discussions with various insights and understanding how each country conducts and comprehends space operations.

While there to instruct, our two Air Force personnel also learned a lot from the Polish and Ukrainian students. They built relationships between personnel from the four countries involved, and will continue to support each other in the Space Domain.

Lieutenant Colonel 'M' from AFU stated that he was pleasantly surprised to have instructors from New Zealand, he was appreciative of the support and the opportunity to collaborate with us. It was a sentiment shared by all the students and instructors.

This was the first deployment for Defence Force Space and proved a high value contribution to the coalition efforts to support Ukraine. It was through the collaboration of Poland, United States and New Zealand that we were able to provide the support.



THE COURSE

Over the course of four weeks the students covered a range of topics that had theory and practical aspects. Orbital mechanics, orbital determination sensors and computer based analytic tools set the foundation for the students to process space situational awareness operations. This included the following mission types:

- **Photometric change** – comprehending the change in reflectivity of a satellite to contextualise a change in orientation, position or configuration
- **Manoeuvre** – tracking a potential manoeuvre of a satellite, verifying that a manoeuvre has occurred and understanding what satellites could be affected
- **Launch** – tracking launches from pre-launch phase, through the launch phase to the payloads, initial orbit and final operational orbit
- **Re-entry** – comprehending the risks to terrestrial regions and understanding the complexity of maintaining custody of the object prior to it re-entering the atmosphere
- **Orbital warfare** – comprehending satellite vs satellite operations and modelling threats (either reversible or non-reversible)
- **Rendezvous Proximity Operations** – contextualising and understanding two satellites operating in close proximity
- **Direct ascent anti-satellite (DA ASAT)** – tracking DA ASAT launches from pre-launch phase, through the launch phase. Identifying the potential targets and tracking the effects from the launch
- **Separation** – capturing the change of a satellite to observe when a new object has been launched from a satellite and maintaining custody of the satellites
- **Breakups** – when a satellite uncontrollably breaks apart from anti-satellite activity, collisions or satellite malfunctions. Tracking the debris field and identifying satellites that are at risk of further collisions.

Military Working Dogs in action

WORDS | REBECCA QUILLIAM
PHOTOS | CORPORAL RACHEL PUGH



Not many people willingly put themselves in the path of a Military Working Dog in attack mode, but Ohakea's Base Commander, Group Captain Rob Shearer wanted to find out first-hand what the dogs were capable of.

“I feel like it should be a gladiatorial contest, but I think it be more like me being fed to the lions,” he joked before facing down Dave the Belgian Malinois.

Group Captain (GPCAPT) Shearer tested the dog's ability during a recent visit to the Military Working Dog (MWD) section's temporary facilities on base. The unit will be moving to a brand new permanent facility when it is completed later this year.

Crucial for the activity was for GPCAPT Shearer to wear personal protective equipment, including a helmet and protective suit and, while a bit ungainly, the gear was designed to stop the wearer from harm resulting from the MWD.

GPCAPT Shearer came away from the demonstration unhurt, but in no doubt of the power the dogs could unleash.

The demonstration confirmed the importance of introducing the dog team into service on the base, GPCAPT Shearer said.

“We identified early on that for the security of our military air bases this was a force multiplier when we get the opportunity to deploy overseas – no wonder our allies like us bringing our MWD teams along with other enablers.

“Like any capability, introducing it into service isn't easy and it takes a lot of commitment and effort from the team across the constructs. We were talking about this two years ago and it's slowly gone from an abstract form to reality with the infrastructure, people, the training, doctrine and finally the effect.”

Security Forces specialist Corporal (CPL) Ron Benton said it was important to be able to demonstrate what the dogs could do as an element of Air Force capability.

“They are patrol dogs so they are expected to do that kind of thing. It was a low stimulus activity so the Base Commander could gain an appreciation of what the dogs can do,” he said.



“It feels like I was overwhelmed by this very agile and powerful creature. There’s a certain sense of comfort having the suit on but also sobering in the sense that if you didn’t, it was going to be very painful and consequential.”

– Group Captain Rob Shearer

“This type of training is necessary in case we have a base incident where we have an intruder and they need to be apprehended, so the dog must train to know they will need to bite.”

The other part of the training is to ensure the dog knows when to back off, CPL Benton said.

“We train a leave command, because if we put the dog through high stimulus situations you want to make it as realistic as possible and they need to know that when we tell them to leave they follow that command.

“We try to integrate training with the rest of Security Forces – dogs are not a separate capability, they all come under Security Forces,” he said.

Security Forces travel with the dogs when they deploy and train.

“We’ll go up to Raumai and do patrols up there and the dogs will be a part of that. They are used to travelling anywhere with us. We expect them to work as part of the team.”

Ohakea’s Operation’s Squadron Commanding Officer Squadron Leader (SQNLDR) Chris Hart said the force multiplier aspect of a MWD team – the dog plus their handler – could reduce the numbers of personnel required for basic area security on some tasks.

“When you walk off the back of an aircraft with a MWD or patrol dog, generally speaking, a lot of people are afraid of them because they are so much bigger than they will be used to. And the fact that they are military working dogs, a lot of people are well aware of what that means from social media and movies.”

A security capability was reliant on a number of parts and the MWD teams were a critical component of that.

“Security Forces have a patrolling responsibility, both on foot and vehicle around the base. There are a number of sensors we employ, including night vision to create that all-round cohesive effect but they can’t be everywhere.

“The military working dogs provide a responsive, enhanced night vision and audio surveillance package in a sentient being, with the benefit of also having sharp teeth – this means we can leave them in charge of an area and know that it is well covered.

“We say that every aviator is a sensor; everybody has a set of eyes and ears that we should use to create a cohesive security effect anywhere on the base. The RNZAF patrol dog capability significantly increases that effect both visually and in practical terms – we at Ohakea are glad to have them on our side.”

Training from across the ditch

Until now the Air Force's structural composite repair specialists have had to pack up tools and complete their ab-initio training at the Royal Australian Air Force Base at Amberley.



This year, for the first time, the Royal Australian Air Force (RAAF) brought their training to us, something that has taken an enormous effort by the RAAF training team.

The initiative to hold the seven-week aero-structural composite course in Aotearoa New Zealand means interoperability between two Air Forces will progress as we share this common training and certification.

Warrant Officer (WOFF) Justyn Franklin from the RAAF's Defence Aviation Safety Authority (DASA) said the delivery of the course was a huge success, in both delivery to the students and logistically in getting the equipment across the ditch and back.

Considerable preparation went into delivering the course in a different country.

"Our theory and online components, learning outcomes and training course is managed via ADELE (ADF online training application), therefore this required a minimal adjustment to the course theory delivery, however some physical equipment such as elevated temperature equipment, laptops and other small consumables and components had to be provided. We also provided the RNZAF with nine composite material training aids that we use to conduct the practical portion of the course," WOFF Franklin said.

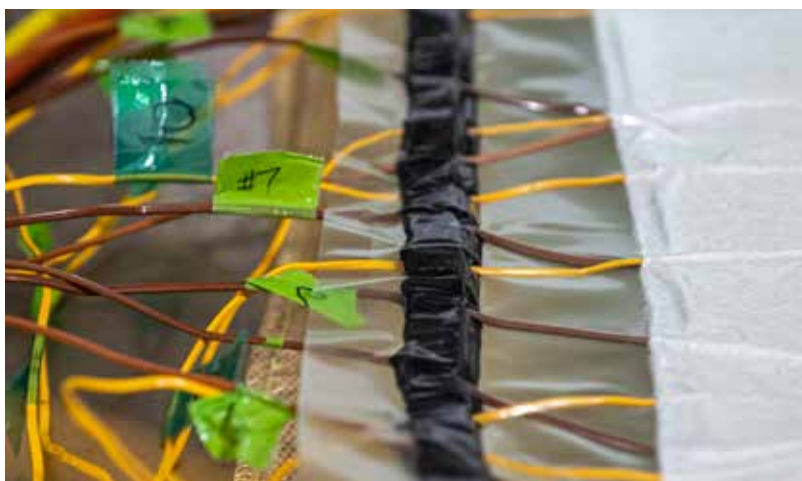
Throughout the course the RAAF trainers also assisted the Air Force members on maximising their composite facility and gain the best benefit from this training within their own workshops and environment.

"We are also providing advice on regulatory management of composite repairs, facility upgrades and materials management, and providing education and advice on techniques specific to tooling and materials on their own aircraft. The key objective being 'interoperability'," WOFF Franklin said.

Corporal (CPL) Dan Boustridge was one of the Air Force students on the course.

"The kind of repairs we were performing during the course were core replacement, patch installation, composite hat section repair, trailing edge repair, step and scarf repairs and repairs to lightning protection - copper mesh and copper bonding strips," he said.

"These repair methods encompass the majority of repairs we would be tasked to carry out on our Air Force fleet.



“Due to the nature of composite repairs, it requires a high degree of hand skills and technical ability to achieve a satisfactory repair. It is also important that you feel confident in your ability to carry out the various repair processes.

“Being able to perform these exposures in a training environment where there are no real life consequences allows you to experiment with each repair and figure out how each material reacts and see what works for you, this built a lot of confidence into my work,” CPL Boustridge said.

The course was taught in such a way that students could start with no pre-existing composite background knowledge and it would build them to a level where they could run multiple repairs at once, he said.

“A particularly beneficial aspect of the course is that it teaches you to be a supervisor in the composites space.

Throughout the course you are not only focussing on your repair task, you take the role of supervisor for your course mates’ repairs. This ensures you learn the critical stages of when to inspect their work. This also holds everyone to a high airworthiness standard.”

Flight Lieutenant (FLTTL) Darryn Boshier said the Air Force had worked closely with the DASA Non Destructive Testing & Composite Technologies (NDT&CT) team for over a decade.

“RNZAF recognises DASA NDT&CT as an international benchmark for aerospace NDT and composite repair training,” he said.

“From an Air Force perspective we acknowledge the difference in organisational scale and use the analogy that if RAAF NDT&CT is a jigsaw, our value is in filling the gap of any missing pieces. As such a primary focus of the Air Force is to be fully interoperable with RAAF NDT&CT in any technical environment.

“Having DASA run the course locally provided an opportunity to have the RAAF composites subject matter experts review and report on RNZAF composite repair facilities, procedures and work culture; the feedback helping us target the competencies, infrastructure and equipment required to meet RAAF standards,” FLTTL Boshier said.

“My hope going forward is that composite specialists from both Air Forces will find little difference between NZDF and ADF facilities and be using common procedures both domestically and on shared operations.”

PHOTOS

Aircraft technicians work on their summative assessments during the training

Hands up for School to Skies

B | EDITOR, NAVY TODAY
Y | ANDREW BONALLACK

The Air Force has concluded another successful School to Skies programme, with 40 Year 13 wāhine experiencing technology combined with adventure at Base Ohakea.

Students can register their interest at nzdf.mil.nz/schooltoskies2024



The week-long programme gives the students a better understanding of the opportunities in the Air Force and the broader STEM industry – Science, Technology, Engineering and Maths.

During the week the students engaged with personal development and leadership specialists, worked on aircraft machinery, tested an A109 helicopter flight simulator, planned a flight alongside aviation experts and experienced a flight in an NH90 helicopter.

Officer in Charge of the camp, Flight Lieutenant (FLTLT) Olivia Landau, says research demonstrates that getting hands-on with STEM, seeing role models and gaining broader experience gives participants confidence to pursue STEM career pathways.

The course receives about 150 applications a year.

“In the applications we read, we hear that students don’t know what to do after leaving school. This programme shows pathways to consider. Some of the students don’t see people doing this kind of job, they don’t see role models. So if we show them someone doing it, the impact of that is pretty significant.”

The programme has been running since 2017 and approximately 17 per cent of attendants go on to apply to join the Air Force.

“Any step towards a STEM career represents programme success. I would have loved to have done the programme before joining the Air Force,” FLTLT Landau said.

“When we asked them at the end of the week how many were considering a career in the military, it was lovely seeing all these hands up in the air. The programme helps dispel myths. I heard students saying in interviews that the military was really ‘colourful’ and the people weren’t scary.”

A military embracing women and diverse people reflects the diversity of the population it serves.

Since the posting of School to Skies videos on Defence Force social media, there have been 47 expressions of interest for next year’s camp.



“Diverse perspectives and experiences can lead to better problem solving and decision making, as well as improved adaptability, innovation and creativity.”

**- Flight Lieutenant
Olivia Landau**

Recharging and resetting in the Southern Alps

B | SQUADRON LEADER
Y | MARK DRURY



Having the ability to remove yourself from the demands of daily life and immerse yourself in an environment where nothing much matters is a precious thing. Spending special and precious time with one of your teenage children with no distractions is priceless!

I heard about the Soldiers Sailors and Aviators Association of New Zealand (SSAANZ) from a mate at work who regaled the joe room with a fantastic adventure he'd had. Feeling intrigued and keen to be involved, I researched this group, their activities and finally reached out to the group.

SSAANZ is a non-profit charity that provides support to our community through adventurous activities and community belonging.

Its aim is to improve the way serving and ex-service people interact with each other through outdoor pursuits, adventurous activity and sporting endeavour. Growing and fostering support, friendship and esprit de corps of their respective units and the Defence Force community as a whole, recognises their unique bond and rewards those who have served for their sacrifices.

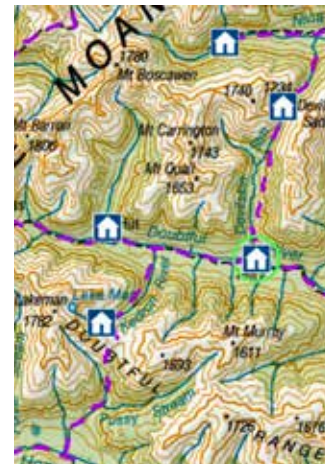
Eligibility to be a member of SSAANZ is based on service with the Defence Force either Regular or Territorial.

I managed to secure two places on the Southern Traverse trip. I was not sure what to expect except that my son and I would tramp for six days across the Southern Alps.

We met with others on the trip at Lake Coldridge just outside Christchurch. The rest of the group arrived throughout the day and a few the next day and it was nice to get to know people over kai to bond before hitting the hills. Dave Benfell (founder), Michael (Hooky) Walker (founder) and John Harris (trip lead) got us all together, the group consisted of serving, ex-serving, family and two sponsors of the charity, to explain the reason and story so far for SSAANZ.

The trip was led by John who is the 3/7 training Warrant Officer and experienced after leading many expeditions.

Arriving at the first campsite just before dark, the group set up and after a good nights sleep (if there is such a thing in a tent), we struck camp, briefed and then set off for a full day's tramp.



The day contained a good few stops for breaks and to absorb the scenery with us all arriving in camp within minutes of each other and with a few minor niggles to set up camp once more.

Thankfully, there were huts along the way and I was in need of some salubrious accommodation so I slept in the hut bunks and a fire, along with others who enjoyed the comfort.

The third day would see us all stay in camp for the day. Some, who were keen hunters set off up the ridges and the rest of us stayed in base camp and relaxed and recovered, making sure there was clear communications via radio and a satellite messaging system. The group communicated that they were in the hunt and for many hours of update reports. They returned to camp with a clear plan how they would stalk and hunt the next day.

The two keenest hunters set off early the next morning before everyone else woke. With them in the hunt, the group packed up and set off again slowly so not to disturb them.

With the two reporting that they had success, the group made their way through the toughest part of the Amuri Pass where the weather system briefly showed the tailend of the cyclone that was raging across the country to the north of us.

We made our way to camp. A few of the group set off hunting and fishing with the rest of us heading to camp. The initial hunting group came back and provided us all with plenty of prime venison that was lovingly cooked on hot stones by the team lead with butter and assorted herbs and spices.

Having traversed the pass, we had bonded, had fun and enjoyed plenty of bounty, success was abound with all feeling a high sense of achievement before we set off for the last day's tramping. The bittersweet feeling of finishing was evident amongst us all but bathing in the river before the bus collected us kept our spirits up.

“I have attended many work meetings and conferences where people introduce themselves but this was different. The genuine vulnerability and honesty was refreshing with the reasons for people attending these activities being vast, but the common theme was to recharge and reset.”

Masterful hockey

B | WING COMMANDER
Y | STEVE HANCOCK

We've all heard the saying "age is no barrier" and this was certainly the case during this years' Trans-Tasman Masters Hockey Challenge, with players ranging from 35 through to 81 years of age.



The biennial tournament was this year played at Christchurch and was sanctioned by the Fédération Internationale de Hockey (FIH), between New Zealand and the old foe Australia.

The Defence Force had representation across many age groups as players, managers and coaches. Those selected included: Lieutenant Commander (LTCDR) Jan Peterson (35+ Men – player), Squadron Leader Mike Jeffcoat (35+ Men – player), Signaller Rob Belchamber (35+ Men – player), Sergeant Ray Neill (40+ Men & 45+ Men – manager), Squadron Leader Brent Iggo (50+ Men – coach), Warrant Officer Annie Clarkson (50+ Men – manager), Wing Commander Mike Parry (50+ Men – player), Warrant Officer Gavin Hey (50+ Men – player), Mr Stuart Grant (60+ Men – player) and Petty Officer (PO) Julie Butler (65+ Women – coach). There were also many former NZDF personnel involved.

Hockey New Zealand National Masters Team Coordinator, Peter Lowndes, was impressed by the contribution made by members of the Defence Force.

“Not only did we have six players across multiple age groups and both genders, we were extremely fortunate to have coaches and managers bring their expertise to the wider group as well. In addition, Ray Neill played a massive role in coordinating the logistics. Without his efforts, life for me would have been a lot more difficult.”

For some, this was their first taste of international hockey honours and represented the culmination of many months of preparation that began with the inaugural North vs South Masters series in November 2022, held at the National Hockey Centre in North Harbour; this was the first part of a two-stage process for the 812 players vying for selection, which also included the National Masters Tournament in Tauranga in late February 2023.

As a former Black Sticks representative, LTCDR Peterson said it was always an honour to pull on the black jersey and wear the silver fern, “especially with such a great bunch of players”.

“What makes it even more special is I didn’t play as many tests as I wanted to for the Black Sticks, so being able to represent New Zealand is not something I take lightly and definitely treasure every game.”

While the players were putting in the hard yards getting themselves match-fit, behind the scenes as coaches and managers made often tough decisions to select their squads, put together their campaign plans, run online team meetings, organise training camps and set up their tournament week schedules. It is this often unheralded work that is critical to a team’s success and sets a foundation for the World Cup tournaments in 2024.

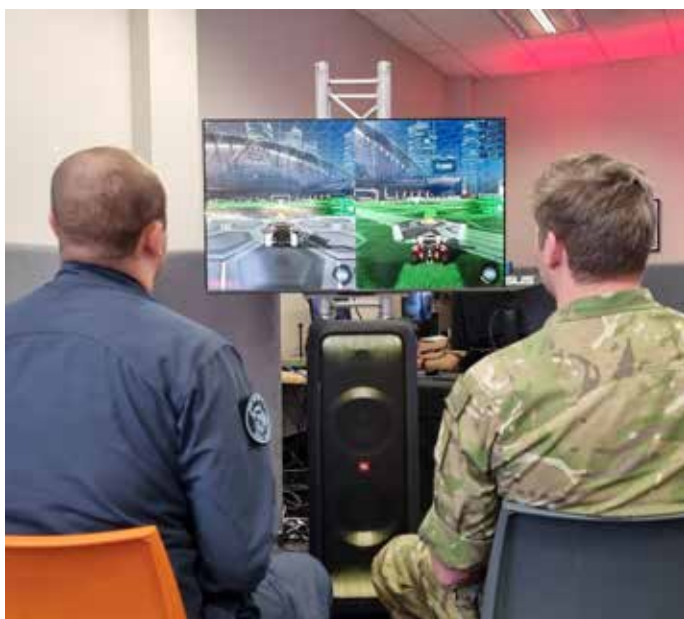
PO Butler said to coach at the New Zealand level was a great experience and privilege.

“I have been coaching for a number of years – the Trans-Tasman tournament was a great way to share my experiences and skills with a highly-experienced group. It’s an awesome feeling during a game to see them implement the skills and drills that we trained. I learnt a lot during the tournament and have identified areas of improvement in preparation for the Masters Hockey World Cup next year.”

Unfortunately the results didn’t go the way we wanted through the week, with Australia retaining the overall trophy. Despite that, the tournament was viewed as a success with some very tough battles fought on the turf (the 35+ Men gained their first ever win over Australia in Game 1). The Anzac spirit is certainly alive and well!

The advance of Air Force Esports

B | FLIGHT LIEUTENANT
Y | CRAIG BROWNE



Online gaming has grown to be the new platform for social interactions for the age group 15–26 and as the world turns to more real-world digital communications will continue to grow in its significance.

In the past five years Esports competitions have drawn a viewing audience larger than any other sports code and figures show Esports viewing is consistently outnumbering combined viewership of all other sports codes.

This advance in popularity has not been lost on motivated individuals throughout the Air Force. In 2021 Base Ohakea established the first Esports code within Defence, with Auckland following suit shortly after and Woodbourne currently in the process.

Over the past three years the membership in Air Force Esports has grown to over 100 personnel with a further 50 personnel from across Navy, Army and Police being connected with the clubs.

Base Ohakea recently hosted the first interbase Esports competition – virtually. It consisted of four teams going head to head playing “League of Legends”, in a round-robin, followed by a single elimination final. Each match was best of three with the final being best of five. The overall winners of this competition were the Auckland team, with Ohakea second and Woodbourne third.

The main benefits the members are gaining from engaging in Esports in the Air Force are that it has a social, diverse and inclusive community, having the ability to reach across all barriers, including age, gender and background.

At its core, gaming is a universal language that connects people through shared passions, objectives, and experiences.

Its interactive nature in tandem with the immersive nature of game worlds provides a social experience that’s distinct from social media apps.

Research shows playing Esports can help:

- Increase perceptual and cognitive skills
- Decision-making, reaction times and multi-tasking
- Stimulate brain growth
- Positive social and communication benefits
- Promote teamwork and develop communities
- Provide cyber and transferable skills
- Improve dexterity and concentration
- Provide a number of intrinsic emotional rewards – making you happy!

FOR MORE INFORMATION

To get involved with Air Force Esports please contact: sportRNZAF@nzdf.mil.nz

Medic, mum and brain tumour survivor

B | SENIOR COMMUNICATIONS ADVISOR
Y | CHARLENE WILLIAMSON

In June 2018 Flight Sergeant Stacey Adam woke one morning to find that she was unable to speak coherently. A large brain tumour had developed and within three weeks of the diagnosis she had brain surgery to remove it.



Flight Sergeant (F/S) Adams will compete at the 2023 Invictus Games in Düsseldorf, Germany as part of the 22-strong New Zealand Team.

A medic in the Air Force, veteran, and mum to two young boys her youngest was just four and a half months when she was diagnosed.

“When I was diagnosed it actually felt like a relief to have a diagnosis even though it was all within 12 hours of presenting to the emergency department.

“I was worried I was having a stroke, and as a medic I knew the outcome of those. Also knowing I was to have surgery within three weeks, there was no time to think, I guess you could say I went into survival mode and focussed on what I needed to get done.

“Probably the scariest part after I was diagnosed was the same day having chest and abdominal scans, when they were looking for secondary tumours and cancer.”

She said on reflection there were probably signs that something wasn't quite right.

“I did have the occasional mix up or words and a little slurred speech, but it wasn't consistent. I remember at that time thinking, maybe I should see a doctor about that, but I reasoned it out of my mind given I had a toddler who never slept through the night, I was seven months pregnant, and also working so put it down to tiredness.”

It has been a long and hard road to recovery and being part of the Invictus whānau has given her a new focus, F/S Adam said.

“The recovery process has been slow and difficult, and the follow-on effects after brain surgery were something that my family and I weren't prepared for.

“Following my surgery everything changed for me and I lost my confidence in things that I would never have thought possible. I was anxious to go anywhere as I was afraid of people talking to me or not being able to answer simple questions, or even recognising people who I knew.

“I was also anxious of people treating me differently and afraid to meet new people. I still get nervous around people I don't know as I am hyperaware that I may have difficulty finding the right words, or just saying the wrong thing and offending people,” she said.



The idea to apply for the Invictus Games came from her hospital bed after the brain surgery.

"When I was lying in my hospital bed the 2018 Invictus Games New Zealand team has just been named. I read some of their stories and thought that maybe it was something that I could aim for in my recovery.

"Sport had always been a big part of my life and I enjoy being part of a team, but I had lost my confidence to participate and compete. I applied for Invictus as a way to help me regain some of my confidence and find a path to acceptance of both my illness, and also discovering the new me."

F/S Adams was initially selected for the 2020 team, which was to compete at The Hague, but due to the Covid-19 pandemic it was postponed. So it was a long road for her to get to finally be able to compete in Germany.

"I feel privileged to have been selected for the team and am grateful to be given the opportunity to go on this journey for myself, my family, and also with my fellow competitors. I've come to realise how important sport and exercise is for my recovery and also trying things that I may have never attempted if it wasn't for Invictus," she said.

F/S Adam is thankful for the support her family has also provided for her.

"My partner has been a fantastic support. The first year following surgery was a very difficult time for him as well, having to take on a lot of the burden both mentally and physically.

"He encourages my participation in Invictus and sees first-hand how much I have gained from being involved with it, even though I haven't yet competed. My parents have also been great help, often coming to stay with us if my partner was away for work, as for a long time I was unable to cope on my own looking after two children," she said.

F/S Adam has taken her passion for all things Invictus over the last four years to the next level and is one of two New Zealand volunteer moderators for the Invictus Games Foundation's "We Are Invictus" app.

"We Are Invictus" seeks to build, maintain and reinforce the global network of those with a shared history of wounded, injury or illness during or as a result of service to their country. Launched in 2019 by the Invictus Games Foundation, it allows users from around the world engage with each other on a global Invictus platform.

"My fellow Invictus teammates have really helped me on my way to acceptance and embracing my 'duh brain' as we like to affectionately call it."

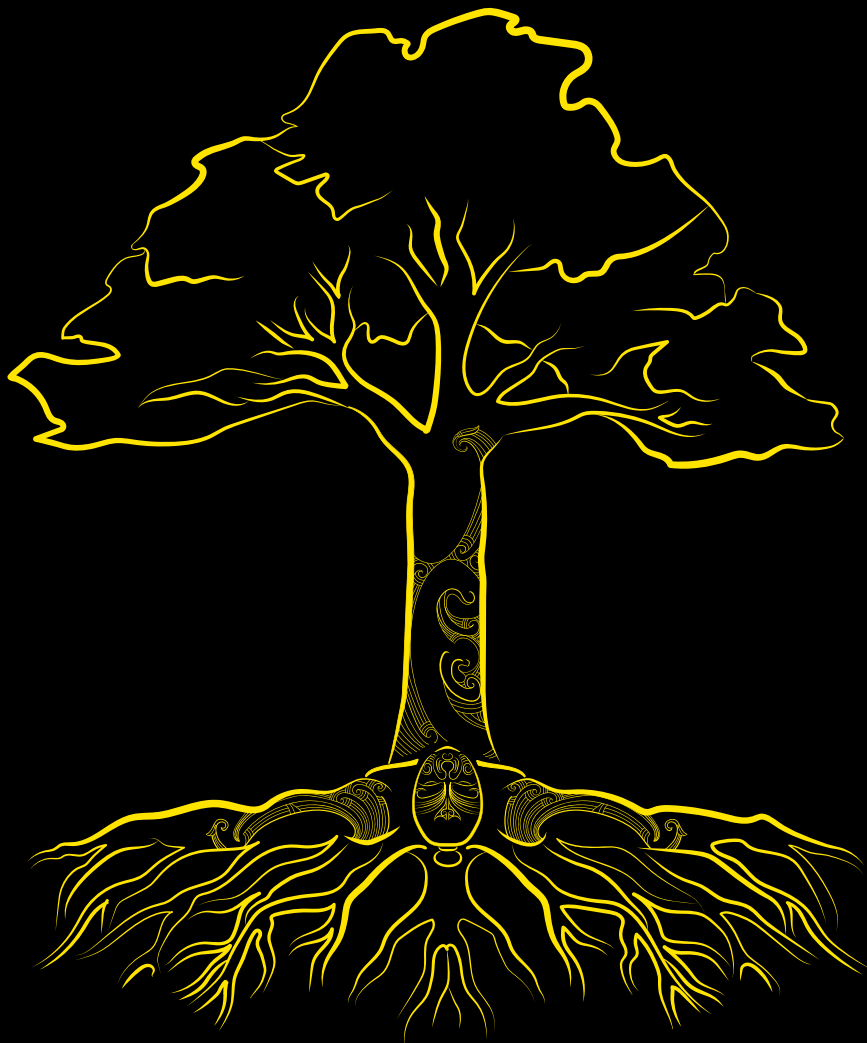
- Flight Sergeant Stacey Adam

"I have gained so much from being part of the Invictus community and I want to get the word out there. The app isn't just for past or future Invictus competitors but all those who have been wounded, injured or ill as a result of their military service," she said.

F/S Adam will compete in rowing, table tennis, swimming and athletics at the Games.

GROWING INSPIRING LEADERS

NZDF's internationally recognised Leadership Framework



Recently Chief of Defence Force, Air Marshal Kevin Short announced the launch of our refreshed NZDF Leadership Framework. “Good leadership is vital to the NZDF. It has an impact on morale, behaviour and the NZDF’s ability to deliver successful outcomes. Our internationally recognised framework supports leader development and can help all our people grow to be inspiring leaders,” he said.

WHAT IS OUR REFRESHED LEADERSHIP FRAMEWORK?

Our NZDF Leadership Framework provides an overarching guide on how to lead effectively.

Wing Commander Delwyn Neill from the Institute for Leader Development team says, “whether people are military or civilian, at the start of their leadership journey or some way through – the Leadership Framework can help grow their leadership skills – it’s there for all of us”.

The Framework draws on a combination of accepted leadership theories, and research of our own people about what good leadership looks like. It provides practical advice through a series of guides for all levels of leadership across the Defence Force.

WHAT’S CHANGED?

Leadership development has been made easier to access, with simple tools added to help leaders develop themselves and other leaders.

A newly designed intranet section holds the NZDF Leadership Toolkit with everything you need in there. It provides leaders with a one-stop-shop for practical advice, useful resources and leadership course information.

The Totara tree has been adopted as the *tohu* or symbol of the framework, reflecting the unique nature of the NZDF and our bicultural heritage as a nation and Defence Force. Supported by bicultural themes, key elements of the framework are represented in different parts of the tree.

The Essential Tasks and Behaviour Statements have been simplified to make them easier to understand and apply.

There are short videos - to build your awareness of the framework and aid leadership development.

If you are already moving through the Leadership Framework, you don’t need to repeat any levels; core parts of the framework like the Key Elements and many of the Essential Tasks have not changed.

HOW TO ACCESS THE REFRESHED FRAMEWORK

You’ll find the refreshed Framework, additional resources and leadership course information in the **NZDF Leadership Toolkit** under **Training and Education** on the top menu of the **NZDF ILP**.

NZDF Leadership Framework – helping you grow to be the leader you need to be.

Notices

EOD EVALUATION WEEK

E Sqn (EOD), 1NZSAS Regt is requesting nominations for the upcoming EOD trade Evaluation. Successful candidates will be fit, motivated, and highly disciplined members of the military capable of decisive action in complex and challenging environments. You will also meet the following minimum requirements:

- Hold the rank of Private (Band 4) or equivalent
- Have a full class one vehicle licence
- Hold a Confidential vetting security clearance
- Have a minimum medical grade of A4, G2, Z1 (RFL minimum G2)
- Complete the EOD evaluation week and an evaluation by an NZDF psychologist as suitable to operate as an EOD team member.

If you want to find out more or apply, visit <http://org/nzsof/LP/Recruiting.aspx> and download your AFNZ 3 today.

For further information, please contact SSM, E Sqn (EOD).
ESQN.EOD.SSM@nzdf.mil.nz

Nominations close
29 September 2023.

EOD Evaluation week
9-13 October 2023.

BATTLE OF BRITAIN, THAMES

A Battle of Britain Commemoration will be held at the Thames Airfield, 395 Ngati Maru Highway, Thames on Sunday, September 10, 2023, starting 11am.

Senior RNZAF Officers, and the Kerepehi Brass Band will be in attendance.

Contact Geoff Furkert on geoff.furkert@xtra.co.nz for further details.

SUPPORT ORGANISATIONS

As a past or present aviator of the Royal New Zealand Air Force there are a number of organisations designed to support you in a variety of ways.

These include financially, rehabilitation services, workplace support, support for you and your family in case of illness, injury or death, and keeping in touch with old colleagues.

Please look into these organisations for support you might need:



0800 483 8372 or +64 4 495 2070
www.veteransaffairs.mil.nz



www.missingwingmantrust.org.nz



Royal New Zealand Air Force Association Inc.

rnzafanatsec@gmail.com
PO Box 164, Kirwee 7543



A decade on from NZDF's major withdrawal from Afghanistan, listen to stories of life at the front-line wherever you get your podcasts.



B | CORPORAL
Y | RACHEL PUGH

It was sunny every day of the week down in Christchurch except for the one afternoon we really needed good visibility, when it promptly packed in with cloud and rain. If you pretend that all the wheels are up, and there's sky instead of ground under these aircraft, we can all pretend everything went to plan for the Wigram skies flypast.

Flexibility being the key to air power, it was pretty cool that Christchurch Airport stalled their regular traffic for 15 minutes to enable us to snap this unique shot as an alternative.







TE OPE KĀTUA O AOTEAROA
DEFENCE FORCE

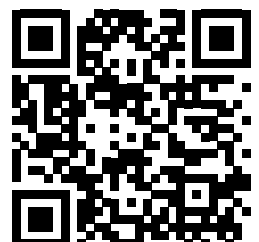
UNCLASSIFIED:



For more than 20 years the NZDF worked alongside partners in Afghanistan, making a significant contribution to regional security and the lives of the local people.

This year marks a decade since the withdrawal of NZ's Provincial Reconstruction Team, so we're bringing you tales of service and sacrifice from those with first-hand experience of life at the front-line.

Listen wherever you get your podcasts.



HEI MANA MŌ AOTEAROA
A FORCE FOR NEW ZEALAND