

AIR FORCE NEWS

Seasprites
in new
territory

Catching a lift
to Talisman
Sabre

What if
the big
one hits?

#260

AUG|23

P-8A Poseidons operational



Contents

04

Operational P-8A
Poseidon fleet

08

Filling the
fisheries gap

10

Seasprites in
new territory



12

Strengthening air
power in multinational
exercise



NZAirForce



NZDefenceForce

16

What if the big
one hits?

18

Catching a lift to
Talisman Sabre



20

Crash exercise
ensures ready
response



News

24

Fixing farm gear to flying
high in UK

26

Māori military veterans'
experiences heard at
tribunal hearings

30

Solar power for MWD
facility

Regulars

03

First Word

22

#FacesOfYourForce

28

Our Heritage

28

Sport

33

Notices

34

Photo of the month



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.

Published by

Defence Public Affairs
HQ NZ Defence Force
Wellington, New Zealand

Editor

Rebecca Quilliam
Email: airforcenews@nzdf.mil.nz

Design and Layout

Defence Public Affairs

Printed by

Bluestar
Private Bag 39996, Wellington

Distribution

Email: airforcenews@nzdf.mil.nz

Editorial contributions and ideas are welcomed. They can be emailed directly to the Editor and do not need to be forwarded through normal command chains.

Contributions need to include

- writer's name, rank and unit
- photos provided separate from the text – at least 300dpi.

Air Force News will hold the copyright for submitted articles or photographs it publishes. Articles and photographs published in Air Force News cannot be published elsewhere without permission.

ISSN 1175-2337



Te Kāwanatanga o Aotearoa
New Zealand Government

First Word



B | WARRANT OFFICER OF THE AIR FORCE
Y | WARRANT OFFICER KERRY WILLIAMS

“As you read further into this edition you will see our Air Force demonstrating agility through working with new equipment, carrying out unfamiliar tasks, or some necessitated by change.”

The concept on my mind most recently has been “agility” and how it applies to aviators as we serve our country every day. Agility, nimbleness, quickness and alertness are all words that may draw out thoughts of a physical response to something and in our roles this could be a response requiring military force.

To respond we need to be ready quickly and have responsibilities to maintain our military competencies and fitness. Fitness also supports our mental agility, enables competency, enhances wellbeing, and positively affects morale making our Air Force system function well.

No. 3 Squadron and Air Movements loaded NH90s for Exercise Talisman Sabre into Royal Australian Air Force C-17s for the first time in a while and regained some agility and familiarity during the tasks. No. 42 Squadron has delivered on Op Tapestry, No. 5 Squadron is operational with our newest capability, our Seasprites are supporting outside agencies, and the Crash Exercise certainly tested agility in response.

These examples of agility are the “here and now” so what is just over the horizon?

Challenging our system is change and uncertainty that we often experience, but this can also bring excitement and challenges that keep us on our toes. Something that is constant for us in military careers is the “what next”. Agility in this space requires forethought and planning to align Service needs with those of our own.

Our own needs may include whānau, friends, finances or experiences, where the Service needs aviators with broad experience, military competencies and readiness to deploy.

Being agile in this space is identifying how to balance Service and personnel needs across a career and working out when yours may override the Service’s needs or vice versa. Questions such as “what posting or role is best for me or my whānau?” will be top of mind. The agile approach would be “when is best for me or my whānau to post to a new role?”

Within the RNZAF system we have a unique opportunity to safely explore various roles and locations, to take what some may call risks by moving away from family and friends, or to move your family to meet a Service need. Experience shows this can be challenging at first but the positives that come from postings and new experiences, such as resilience and agility, have a long-lasting effect and allow us and our whānau to “serve”.

My challenge to you is to plan for the “when”. Look over the horizon and start a discussion on what your career looks like, the positives of a balance between service and self, and how being agile in your thinking and response will lead us all towards a smooth running RNZAF system and serving our country with pride.

Keep up the good fight!

Ngā mihi.





Operational Poseidons

WORDS | GEOFF DAVIES

PHOTOS | CORPORAL RACHEL PUGH & FLIGHT LIEUTENANT MIC CURTIS

The fourth and final P-8A Poseidon aircraft has joined No. 5 Squadron's whānau, just as the fleet becomes operational. Getting the fleet mission-ready just seven months after the first aircraft landed at Base Ohakea is a testament to the extraordinary work put in by the squadron and it's fitting the new era comes as the Matariki stars appear.



After four years preparing to operate and maintain the new P-8A Poseidon maritime patrol aircraft, the new capability has been formally released and available for operational tasking. The milestone comes as the fourth and final P-8A arrived to complete the fleet of No. 5 Squadron aircraft.

Chief of Air Force Air Vice-Marshal Andrew Clark said the new fleet's introduction into service marked the beginning of a new era.

"New Zealand's maritime security is central to our survival and success," he said.

"The Poseidon is the latest in a series of aircraft going back to the early days of the RNZAF that have kept watch from the air – securing our maritime resources, defending our region against military threats, building regional resilience, preventing trans-national crime, and of course carrying out search and rescue and humanitarian aid and disaster relief missions.

"In the Poseidon fleet, we now have the modern standard in technology to perform these crucial roles. The Poseidon has the breadth of versatility and the depth of capability required for the job in today's complex security environment," he said.

The P-8A aircraft are operated by No. 5 Squadron and replace the P-3K2 Orions, which served New Zealand for 57 years.

No. 5 Squadron Commanding Officer, Wing Commander Mark Whiteside, said achieving readiness to undertake operations was the culmination of years of hard work from a wide range of people.

"Right from the start, we knew that people would be at the heart of this generational change; that every trade in our Squadron, in the air and on the ground, and others on base with us who are involved in what we do, would be needed to put us on the mark to begin operations on time, and so it has proved to be," he said.

"I am extremely proud of all our aviators as we begin this new era – they have worked hard, and now they will be able to see all that effort pay off as the P-8As start work."

– Wing Commander Mark Whiteside

To accommodate the introduction of the new aircraft, No. 5 Squadron has moved from RNZAF Base Auckland at Whenuapai where the P-3K2 Orions were based, to Base Ohakea in Manawātū.



Filling the fisheries gap

WORDS | KIRSTY LAWRENCE
PHOTO | CORPORAL MADDY BUTCHER

Flying at No. 42 Squadron mostly consists of VIP transport, general transport, multi-engine training and air warfare officer training. But lately the team has been undertaking a new tasking.

With the early retirement of the P-3K2 Orion, there was going to be a gap in fisheries patrols around New Zealand that No. 42 Squadron was tasked to cover until the P-8A crews were fully trained and signed out to complete all tasks.

No. 42 Squadron qualified aircrew instructor and air warfare officer Flight Lieutenant (FLT LT) Tyler Ngapo said they had been conducting two fisheries patrols a month in the King Air 350, with each patrol taking about three to four flights over two days to complete.

“These have been all across New Zealand providing imagery and video recording of vessels in New Zealand waters, ensuring fishing vessels are compliant with all regulations.”

To stand up the new capability FLT LT Ngapo said was normally a long process, and as this was the first time the squadron had done this, there was a long risk-mitigation process that went into the decision.

“As we train air warfare officers (AWO) at No. 42 Squadron, who will be tactical co-ordinators on the P-8A Poseidon, we have maritime patrol procedures in place for training evolutions.

“It was mainly a rebrand from ‘training’ to ‘operational’ procedures with the air warfare officer instructors and old No. 5 Squadron air warfare specialists (AWS) operating the sensors and running the mission in the back.

“With the AWO and AWS both coming from a No. 5 Squadron background, we are very used to doing fisheries patrols around New Zealand.”

FLT LT Ngapo said the major differences between the King Air and the P-3K2 were endurance and speed.

“The P-3K2 was able to conduct patrols a lot further out than the King Air is, as we do not have fuel capacity to go out as far as they do.

“My longest flight on the P-3K2 was 10.4 hours, whereas on the King Air we only do maximum 3.5 hour flights due to fuel limitations.

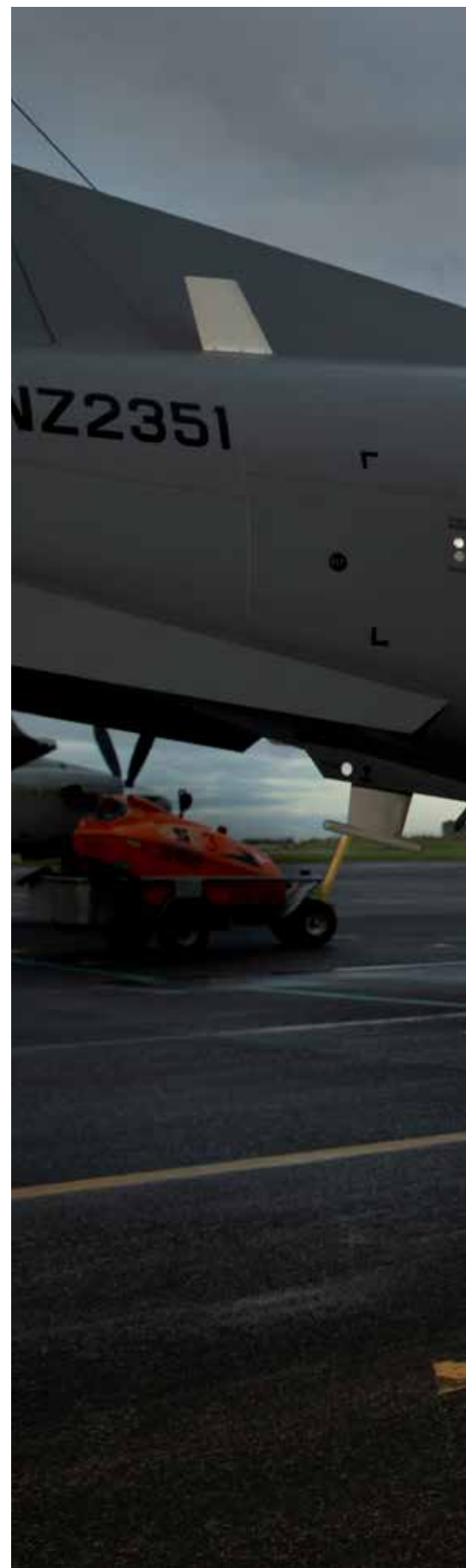
“Additionally, the King Air doesn’t have a whole 14-person crew like the P-3K2, with only five members trying to achieve the same things, so each crew member picks up jobs that would normally be conducted by others.”

Aircraft size was another factor for the crew.

“You can’t stand up in a King Air, so the 3.5 hour flights are very tough on the crew, so we end up landing for lunch and going back out in the afternoon once we have a stretch out and refuel.”

FLT LT Ngapo said the King Air was a very capable aircraft and they had been able to achieve some great results.

“The fisheries patrols have meant some great corporate knowledge has been developed around the squadron and we now have a much better understanding of what maritime patrol looks like on the unit.”





“The King Air has a surface search radar and an electro-optic camera used for training air warfare officers – so using these for operations instead was a fairly easy transition.”

- Flight Lieutenant Tyler Ngapo

Seasprites in new territory

B | SENIOR COMMUNICATIONS ADVISOR
Y | SIMONE MILLAR



The Coromandel region has provided the perfect conditions for SH-2G(I) Seasprite helicopter training.

Using Whitianga Airfield as their base and supported by the Air Force's No. 6 Squadron maintenance team, the aircrew was in the region to undertake mountain flying training.

Sub Lieutenant (SLT) Tom Usher was one of the personnel taking part in the Seasprite Operational Conversion Course, which teaches the crew how to operate the aircraft in advanced and challenging environments.

It's the first time that SLT Usher has put his hand to mountain flying.

"It was really exciting to go into the mountains and try something different. The Seasprite is a maritime warfare-capable helicopter, so we're usually based off the back of a ship. Mountain flying is a smaller part of my role, but we still need to train in different environments so we can respond when called upon. This week has been really invaluable," he said.

The Commanding Officer of No. 6 Squadron, Commander (CDR) Alex Trotter said the Coromandel was challenging to fly around, especially when combined with weather conditions such as strong winds and low cloud.

"The Coromandel is an excellent representation of the type of South Pacific environment that we are expected to operate in, with very similar terrain to places like the Solomon Islands, the Kermadecs and Sub-Antarctic island chains. It's a mixture of very sharp relief with high ridges and pinnacles, leading into deep, forested valleys," he said.

During the week-long training SLT Usher practised a range of manoeuvres including approaching pinnacles, crossing ridges, and up-valley and down-valley approaches.

"The Seasprite normally operates over water at about 400 feet. In this training we were getting up to 3000 feet, but the real difference is the terrain. Learning how to approach mountainous terrain and the environmental conditions you need to consider, especially knowing how to position the aircraft to avoid turbulence created by strong winds hitting the sharp terrain," SLT Usher said.

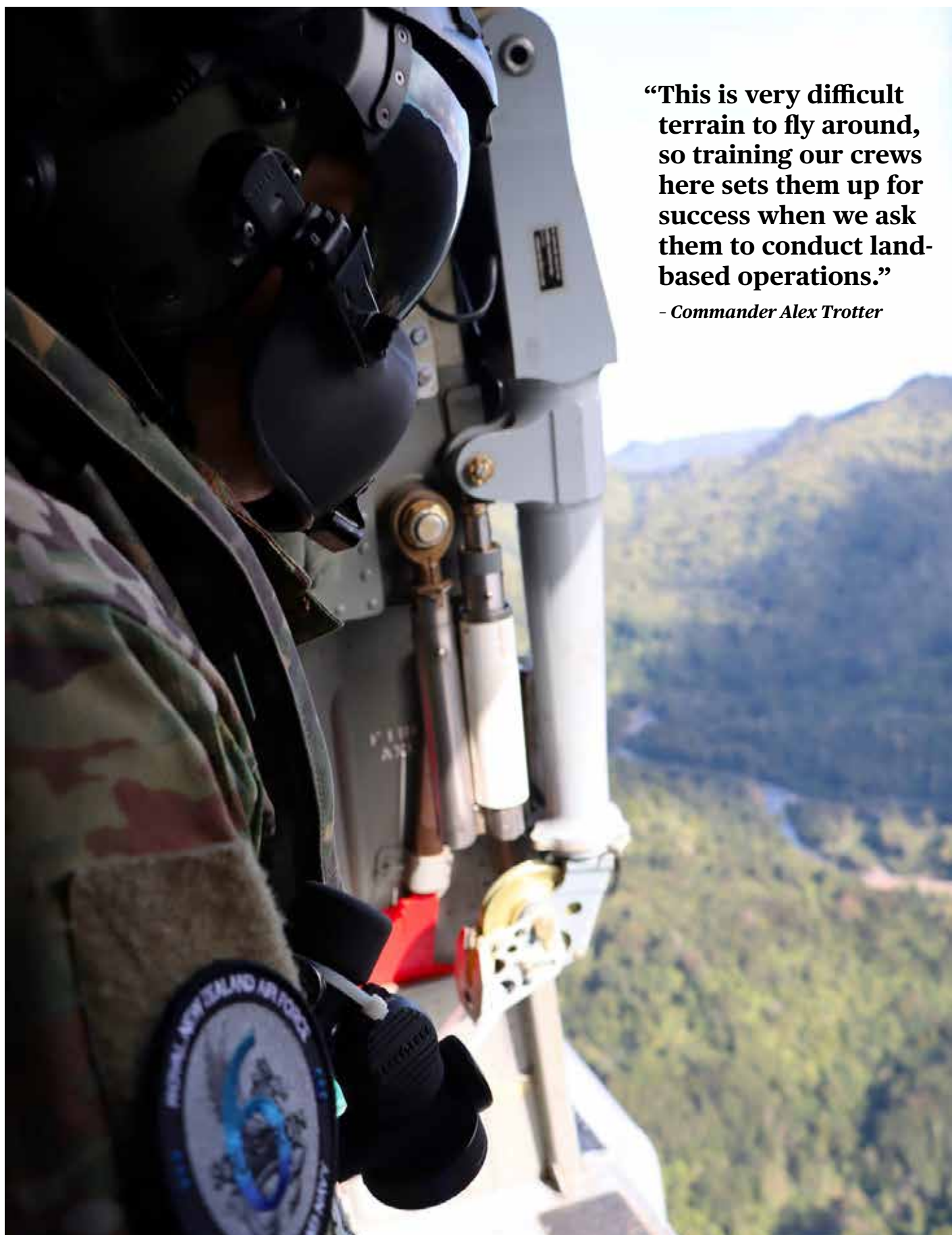
Starting his career "on the beat" as a constable with New Zealand Police in Invercargill, SLT Usher enlisted in 2019 as a Bridge Watchkeeper.

"I really enjoy the mental stimulation you get from the job. No two days are the same. It's about problem-solving and using the information to come to the best solution. I find it really rewarding and that's what sets it aside from other jobs. It's good fun," he said.

The training will result in SLT Usher being able to fly unsupervised. He will finish the course at sea on HMNZS Te Mana as part of Exercise Bersama Lima in Malaysia later this year.

“This is very difficult terrain to fly around, so training our crews here sets them up for success when we ask them to conduct land-based operations.”

- Commander Alex Trotter



Strengthening air power in multinational exercise

B | SENIOR COMMUNICATIONS ADVISOR
Y | SIMONE MILLAR



The New Zealand Defence Force contributed personnel to train with partners in a major international exercise designed to test the fast movement of aircraft over long distances.

Exercise Mobility Guardian involved about 3000 personnel and 70 aircraft. Led by the United States Air Force Air Mobility Command, the multinational exercise was conducted out of Andersen Air Force Base, Guam last month.

Military forces from Australia, Canada, France, Japan, New Zealand and the United Kingdom were conducting operations alongside US Joint Force elements.

Air Component Commander Air Commodore Shaun Sexton said 32 Defence Force personnel had been deployed on the exercise where they were involved in a range of scenarios including aeromedical evacuations, aviation refuelling and airbase operations, which have strengthened interoperability with partner nations.

Deputy Chief of Air Force Air Commodore Ian Mower said a key aspect of the exercise was the participation of Air Force personnel in validating a number of interoperability Air Standards that underpin the air delivery and aeromedical procedures used by many participants.

“The FVEY Air Force Interoperability Council has developed and published many Air Standards, but it is vital that these are regularly validated on demanding exercises, such as this one, to ensure participants have procedures that are appropriate for contemporary operations with our closest security partners.”

Detachment Commander Squadron Leader (SQNLDR) Ravinder Phagura said the scenarios were based on a contingency response simulating a real-world situation, ranging from conflict to natural disaster support.

**TOP RIGHT**

SQNLDR Greg Pryce on a Royal Air Force A400M Atlas during a familiarisation flight over Hawaii
Photo: U.S. Air Force

LEFT & BOTTOM RIGHT

NZDF Aeromedical Evacuation team on board a Royal Air Force A400M Atlas

BELOW

RNZAF and Royal Canadian Air Force work together to unpack cargo at Andersen Air Force Base, Guam
Photo: U.S. Air Force



“The exercise served as a crucial platform for our personnel to sharpen their skills and foster excellence in a multinational environment.

“By engaging in realistic scenarios and practising essential manoeuvres, we reinforced our readiness and ensured operational effectiveness for future missions,” SQNLDR Phagura said.

Among those deployed were Air Force personnel from the fields of aeromedical evacuation who provided care and support to patients between medical care facilities, along with refuelling and firefighting personnel, and communications and mission planners.

The New Zealand Army deployed soldiers from 51 Aerial Delivery Platoon, 5 Movements Company, to support the exercise with rigging and the inspection of air drop bundles.

“Participating in this assembled combined force exercise is a significant opportunity for us to strengthen interoperability and coordination among NZDF elements and our partners. By leveraging our air power enablers, we are paving the way for enhanced collaboration and shared capabilities,” SQNLDR Phagura said.

“Exercise Mobility Guardian enables us to build capability and interoperability with our partners, and show our shared commitment to regional security and stability.”

- Air Commodore Shaun Sexton



Medic gains emergency training in multinational exercise

Air Force medic, Corporal Heidi Joseph, has gained valuable first-hand experience in aeromedical evacuations (AE) while training with international military partners during Exercise Mobility Guardian.

The 32-year-old from Central Otago says the experience will be valuable to bring home.

"I am trained to the equivalent of a paramedic but predominantly my time is spent working in primary health care, so it's important I keep training to remain up to date. This experience is valuable because it enables the development of my AE knowledge which I can then take home to aid in the development of our AE capability," says Corporal (CPL) Joseph who is usually based at the Defence Health Centre at Base Auckland.

AE is the effort of land and airborne forces to provide care for wounded personnel. Medics can operate anywhere operations occur, which may include humanitarian aid and disaster response.

"We look after low/medium acuity patients from the walking wounded to stretcher-bound patients, who have suffered some form of trauma," she says.

The AE team has been flying on other militaries' aircraft, including Japan, the United Kingdom and United States. CPL Joseph said flying on other nations' aircraft, using their equipment, procedures and integrating into their teams was critical in improving our interoperability with partner militaries.

"There are a lot of different aspects that we are practising in the exercise scenarios: patient management, loading-unloading patients, aircraft configuration and resource management. Basically, all aspects of patient care and the logistical side that comes with it," she says.

CPL Joseph said the exercise was her first experience on such a large multinational military exercise.

"This has given me the chance to learn from other nations who do this every day. There are a lot of similarities and differences with how other nations work, so adapting and working to solve problems together as a team is great learning that I can bring home."

CPL Joseph grew up in Alexandra in Central Otago and knew she wanted to join the Air Force as a student at Dunstan High School.

"I studied a Bachelor of Science straight from school, but I always wanted to serve my country. The people, work environment and variability in what we can do, makes my work so exciting. Opportunities to travel and train like this make my work so rewarding and further my professional development," says CPL Joseph.



Firefighter gains valuable training alongside partner nations

Exercise Mobility Guardian is the first experience that firefighter Leading Aircraftman Te Waiora Pirikahu has had training in a large-scale international exercise and he says the experience will be valuable to bring back to Base Auckland.

“At home I’m a member of a firefighting crew that responds to all on-base emergencies, aviation, domestic or any other emergency on base. As a senior firefighter I lead a team to respond,” Leading Aircraftman (LAC) Pirikahu says.

“It’s the first time I’ve gone on an exercise of this scale. Our crew are shadowing United States Air Force (USAF) personnel at Andersen Base Fire Station.

“We’re dealing with in-flight emergencies, car accidents on base and as extra personnel on shift. Up-skilling myself and learning the why and how behind our response to the scenarios is great. I’m taking advantage of the skills and knowledge around me.”

Detachment Commander Squadron Leader Ravinder Phagura said the exercise served as a crucial platform for personnel to sharpen their skills and foster excellence in a multinational environment.

“By engaging in realistic scenarios and practicing essential manoeuvres, we are reinforcing our readiness and ensuring operational effectiveness for future missions.”

And although RNZAF firefighters already operate at international standard, LAC Pirikahu says the value of strengthening interoperability between partner nations is priceless.

“Working together in an environment with partner nations allows us to learn from each other and enhance the way we work together. The lessons we have learned from the experience have been exceptional,” he says.

LAC Pirikahu said he had been impressed by the similarities in the procedures to emergencies between USAF and the Defence Force, as it showed firefighting was an international trade.

“Another similarity is the culture of the team here, we have participated in team outings and obligatory table tennis tournaments and gym circuits just like at home. The main difference is the size of the teams, in New Zealand we have less than 100 personnel in the trade whereas the USAF has over 9000. This has been an amazing experience and long term connections and friends have been made,” he says.

ABOVE
LAC Te Waiora Pirikahu training with USAF firefighters

What if the big one hits?

WORDS | ALEX MASON & REBECCA QUILLIAM
PHOTOS | CORPORAL NAOMI JAMES

Members of 19 foreign militaries collaborated with the New Zealand Defence Force and 12 domestic agencies in Wellington recently, to plan how they could best work together in the aftermath of a major earthquake.



The exercise was based on a fictional scenario where Aotearoa New Zealand's capital city had been struck by a 7.5 magnitude earthquake, triggering a tsunami and causing damage throughout Wellington, Lower Hutt, Upper Hutt, Porirua, Kāpiti, Carterton, Masterton and South Wairarapa.

The table top exercise focussed on improving multinational coordination, decision-making and responses to such an event. The aim was to help nations plan and prepare in the event of a disaster in their country, or in a country where they could be called on to help.

Participants worked to find practical solutions to real-life dilemmas such as where military aircraft could land and where ships could berth if Wellington Airport and the port were to suffer significant damage.

Squadron Leader (SQNLDR) Jason Skeggs was working in exercise in a Joint planning capacity, working with other Air Forces.

"In my syndicate I was working with a German helicopter planner and two C-17 ground handlers. We were a multi-national group put together with a variety of civilian and military skills sets providing an operational and strategic-level plan."

The exercise worked off the Wellington Earthquake National Plan that estimates likely damage to the region and critical tasks, enabling civilian agencies and the Defence Force, along with our military partners, to identify what could be provided, he said.

"We looked at air delivery of humanitarian aid into Upper Hutt because in the first couple of weeks following a major disaster, that would be one of the few options. We were looking at the prospect of 1900 tonnes of food and aid a day into the Wellington region."

The exercise had the benefit of visiting nations from Bangladesh, Japan, Nepal and Tonga, who could contribute with how they dealt with natural disasters to hit their countries, SQNLDR Skeggs said.

"These were planners who were involved with their respective earthquake or tsunami-related incidents. To have them speak in a valuable way was highly beneficial."

Having Air Force planners at the table was crucial as air would always be the first on the ground, and everything else builds off that.

"The first two weeks following a disaster would see helicopters and aircraft moving tonnes of aid and food, as well as evacuating survivors from their homes."



"After that initial period our plan consisted of the maritime component being mobilised so they could provide amphibious operations.

"The style of planning aligned well to the process used at Joint Forces New Zealand, but having multinational experience and time to consider options enabled a better overall effect for staging and delivery of tasks."

His team's plan included Intelligence, Surveillance Reconnaissance, helicopter support from multiple local nodes, and strategic airlift from large international hubs including Sydney, because Bases Ohakea and Auckland would be quickly overwhelmed with the large response, SQNLDR Skeggs said.

The Defence Force co-hosted the exercise with the Multinational Planning and Augmentation Team, which was established by chiefs of defence of Asia-Pacific nations in 2000. Its secretariat resides within the US Indo-Pacific Command.

Commander Joint Forces New Zealand Rear Admiral Jim Gilmour said training with personnel from other nations builds relationships and improves coordination when military partners are called on to respond.

The value of multinational coordination and interoperability was recently highlighted during the Cyclone Gabrielle response: a 34-strong Humanitarian Assistance Disaster Relief Task Force flew in from Fiji, and Australia sent two C-27J Spartan aircraft and crew, a mobile air load team and environmental health support staff to assist Aotearoa New Zealand's response.

To gain an understanding of the city's landscape and infrastructure, participants visited Mount Victoria, Wellington Airport and the Interislander ferry terminal. Their guides were two GNS scientists, and representatives from the National Emergency Management Agency and Wellington Region Emergency Management Office.

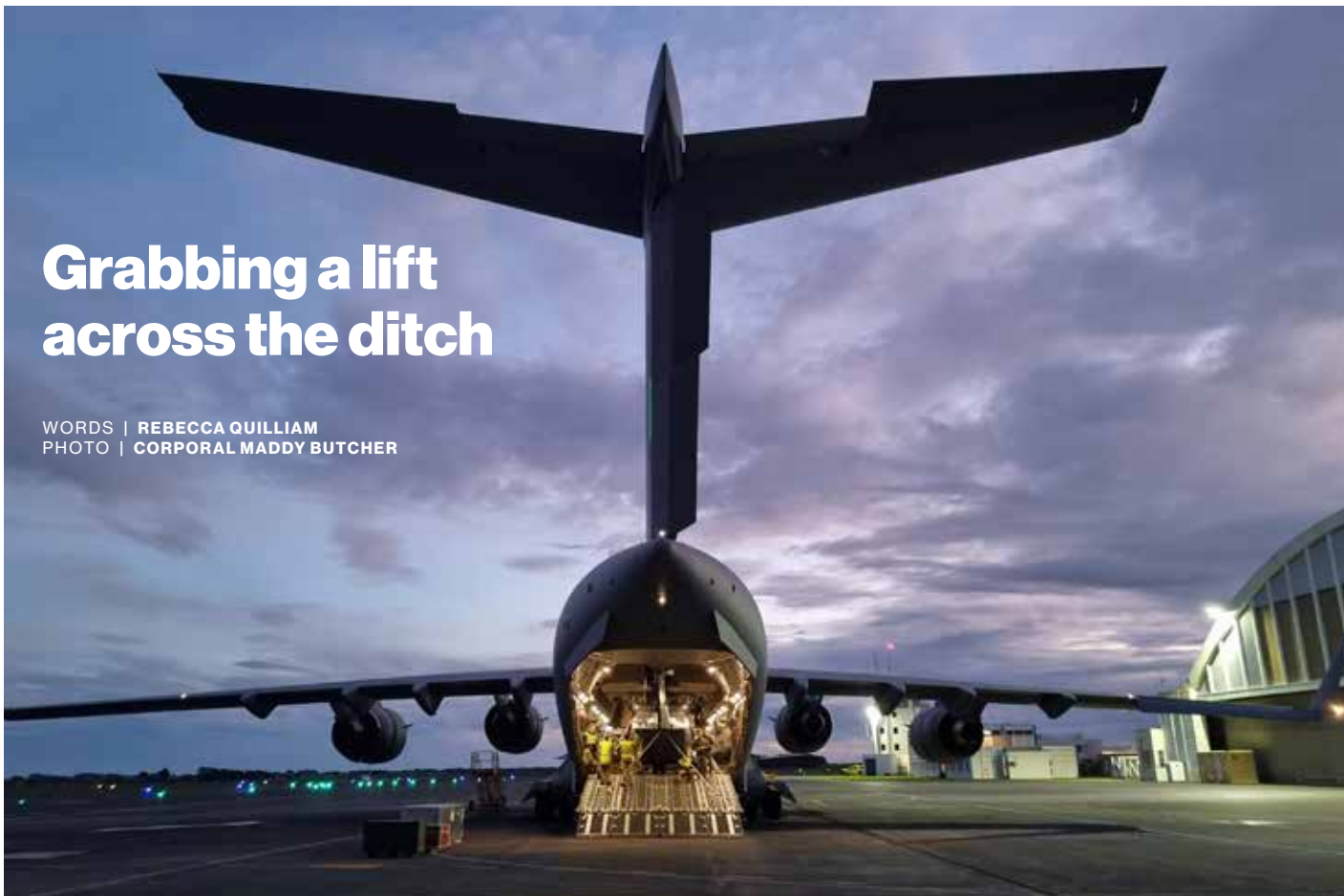
Staff from government agencies who were responsible for emergency responses in Aotearoa New Zealand provided their expertise during the exercise, alongside local iwi.

"When a major disaster happens, it's all hands on deck and the Defence Force will support national and regional emergency organisations to get help to where it's needed most. You need to have planned in advance, so people know how to act and can deliver an emergency response which saves lives."

- Rear Admiral Jim Gilmour

Grabbing a lift across the ditch

WORDS | REBECCA QUILLIAM
PHOTO | CORPORAL MADDY BUTCHER



Three NH90 helicopters have been able to flex their muscles in the major international exercise Talisman Sabre this month, thanks to being given a lift across the Tasman by the Royal Australian Air Force.

The helicopters were flown across the ditch inside C-17 Globemaster aircraft, which collected them from Base Ohakea.

Each helicopter had to be carefully packed away and cleaned to meet Australian standards. It was a big job.

Flight Lieutenant (FLT) Hamish Shaw from No. 3 Squadron said the helicopters needed to be partly disassembled to fit into the aircraft.

“The main rotor blades come off, we remove the horizontal stabiliser, a tail rotor blade and a number of removals underneath the aircraft to get it into the correct configuration.

“On top of that we also prepare it for Australian Department of Agriculture, Fisheries and Forestry, so we’ve had to clean the aircraft and have them inspected prior to departure.”

It takes two days for each helicopter to be prepared fully for departure. Once an NH90 is loaded into the C-17 it is secured using 34 straps and flown to a No. 3 Squadron maintenance and logistics team already set up in Australia to reassemble it, FLT Shaw said.

“We have dedicated transit cases for our main rotor blades – the horizontal and tail rotor blades – and they are loaded onto the C-17 along with other parts of our pack-up including additional tooling and things that we need to assemble it at the other end.

“We are also supported by the 5th Aviation Regiment in Townsville, which has provided us with a facility to put each aircraft back together,” he said.

During Talisman Sabre the NH90s and the enablers that support them have been integrating with a joint team made up of Americans and Australians as part of a task group.

“Primarily the NH90s will be providing battlefield mobility, so movement of troops and equipment can be conducted. But the work will largely depend on how the exercise plays out and what the scenarios involve,” FLT Shaw said.



“It’s great the Australians are able to help get the helicopters over. It’s really simplified the process of taking part in this exercise.”

– Flight Lieutenant Hamish Shaw

Crash exercise ensures ready response

WORDS | SQUADRON LEADER KIRI OHLSON
PHOTOS | PETTY OFFICER CHRIS WEISSENBORN



Personnel from Base Auckland, New Zealand Police, Fire and Emergency NZ (FENZ) and Hato Hone St John participated in a crash exercise at Whenuapai last month.

It simulated an SH-2G(I) Seasprite crash on the runway. The aircraft had five personnel on board who suffered a range of injuries and one was deceased on discovery.

The scenario was of a Seasprite conducting routine continuation training in the area making a PAN call to the tower. A PAN call is made by aircraft to indicate that they require assistance, and in this case they were experiencing extreme vibrations.

The call was then escalated to a MAYDAY distress call when the gearbox failed, after which communications ceased and the aircraft crashed onto the runway. In the event of a real crash the base emergency siren would be activated to initiate the response.

Base Rescue Fire Service was first on the scene to put out the fire, with FENZ also responding to the crash.

Base medical and Hato Hone St John ambulance staff attended to the injured people, who were volunteers from the base who acted the roles. The simulated injuries ranged from severe to moderate, and this provided an opportunity for the base medical team and Hato Hone St John ambulance staff to practise working together.

The New Zealand Police responded to provide security, carry out their duties on behalf of the Coroner.

Base Support Services including the welfare facilitator, chaplain, and psychologists were also mobilised to provide for the welfare of base personnel and families.



Multiple Base Units also supported the emergency response effort at the Emergency Operations Centre and Incident Control Point, as well as providing welfare assistance services and facilities for family members and people involved in the accident.

Once the exercise objectives were achieved the exercise controller ended the activity.

The base is required to maintain capability and currency in emergency management in order to comply with aerodrome regulations. Base-wide exercises of this nature are carried out every couple of years.

Squadron Leader Don Richardson is the Base Auckland Air Operations Officer and was the exercise controller.

"Training activities like this are required for us to maximise the chance of survivability for our personnel if we were to have an aircraft crash," he said.

"Although there's always room for improvement, I'm confident our emergency response team are ready to respond if required."

"Training activities like this are required for us to maximise the chance of survivability for our personnel if we were to have an aircraft crash."

- Squadron Leader Don Richardson



Technician builds up for world champs

WORDS | ANDREW BONALLACK
PHOTOS | SERGEANT VANESSA PARKER

It takes a dedicated training regime to build up for a world championship event, and that's something the Air Force can get behind and support.

Leading Aircraftman (LAC) Sarah Lockwood, a Force Health Protection Technician at Base Auckland, has been selected for the 2023 ICF Canoe Marathon World Championships in Denmark, competing at the start of next month.

LAC Lockwood is part of a team of seven athletes selected to represent New Zealand. She will compete in both the Open Women's K1 26.2km event and in the Open Women's 26.2km K2 event with another teammate.

Canoe marathon is defined as a long distance endurance event, with athletes paddling distances up to 30km on a flatwater course with regular portages. A portage involves each paddler running along a 50m course between laps carrying their kayak.

LAC Lockwood, who is also a qualified surf lifesaver, trains at either 6am or 6.30am six days a week on Lake Pupuke in Takapuna, Auckland, with sessions varying from 1-2.5 hours or longer on the water.

"I first started competitive kayaking in 2012, and raced at the 2016 Canoe Marathon World Championships in Germany. I took a couple years off from competitive canoe racing when I joined the Air Force in 2021, but I've been actively competing in surf lifesaving in the meantime.

"I've previously represented Wainui Surf Club in Gisborne and more recently with Mairangi Bay Surf Club in Auckland. Surf lifesaving was what got me into sprint kayaking, as I was encouraged by one of my coaches at Muriwai Surf Life Saving Club to give it a go."

"Canoe marathon paddling is a small community in New Zealand; however the size of this year's marathon team shows a rise of interest in the sport. Hopefully we can continue to grow this specialisation of canoe racing in New Zealand, and inspire future generations of athletes to join the long distance side of racing!"



Early morning wake-ups at 4.45am are difficult at times, but LAC Lockwood describes the highlights of her day as seeing teammates at training and getting in a decent workout before the sun rises.

"Last night I couldn't sleep because I had just repaired my cadence sensor and I was excited about using it. It measures your stroke rate, and appears on your watch. Our coach sets target stroke rates for various sessions, which we aim to sit at as we paddle. A typical stroke rate for a low aerobic session is 28-30."

She says she had always wanted to join the Air Force.

"I always thought it was a great career. After belonging to the RNZAF Swim Club as a kid, I observed my friend's parents who worked in a range of Air Force roles and thought, what an amazing career. I liked the idea of helping people, assisting in Humanitarian Aid and Disaster Relief, and making a positive difference in people's lives. I've always wanted to be able to help others."

Her advice to potential Air Force recruits is to never give up on your sport when you join the Air Force.

"PT (physical training) is a huge part of the Defence Force and personnel are entitled to go to PT classes or their own sessions during the working day. I enjoy going to lunchtime circuits, which are run by the PTIs almost every lunchtime at the gym.

"There are plenty of opportunities for team sport also, and to represent the Air Force at tournaments around the country at various bases. Most units are pretty understanding and supportive about their people keeping fit. You can definitely fit it in."



"The Air Force has really supported me in my build-up towards Worlds. Previously I had to train a lot in my own time and during lunchtime; however following making the NZ team I am able to include my kayak training as part of my weekly physical training schedule to keep fit as part of my job."

Fixing farm gear to flying high in UK

WORDS | GEOFF DAVIES
PHOTO | SERGEANT VANESSA PARKER

Air Force engineering officer Flight Lieutenant Donté Kelly has received more than the Master of Science in Aerospace Vehicle Design (MSc AVD) he worked for last year at an English university.



At a special awards ceremony after the main graduation at Cranfield University in Bedfordshire, Flight Lieutenant (FLTLT) Kelly's outstanding results on the course were recognised with two top awards: the Joe Young Memorial Award for Best Overall Student (for achieving the highest overall academic grades); and the Course Director's Prize for the Best Individual Research Project Thesis, awarded to the highest graded thesis.

His thesis researched methods and developed toolsets to enhance the Air Force's structural repair design and analysis capability.

FLTLT Kelly (Tūhoe) is from Ruātoki, inland from Whakatane, and has military ancestry going back five generations to his great-great-grandfather who served in the First World War with the First Maori Contingent. Koroua on both sides served in 28 (Maori) Battalion in World War II.

"Both were humble, quiet and unassuming men. They influenced my decision to serve in different ways – their advice and stories taught me about the Services and the mana of serving your people.

"My engineering career also started from childhood, using my hands early on with fixing things on the farm. Then my father started me on lawnmowers, stepping up to rebuilding the quad bikes and then on to the farm trucks and tractors."

He enlisted in 2006 as an aircraft technician and has gone from strength to strength ever since, including completing officer training and gaining a place in the highly competitive Air Force Engineering Master's Scheme.

The MSc AVD course is a year of fulltime study for civilian and military students from the United Kingdom, Europe, and other Commonwealth countries. It is designed to produce qualified aircraft design engineers who can work in the various avionics, aircraft systems, or structures specialist arenas.



FLTLT Kelly said the course was intense, diverse and incredibly valuable.

Supporting Master's level study ensured that the Air Force maintains suitably qualified and experienced personnel to deliver specialist engineering knowledge and skills for military air operations. This had become more relevant as the organisation moved into the new Defence Aviation Rules framework, he said.

In addition to developing aircraft design analysis experience, Air Force engineers developed an understanding of initial aircraft design criteria and how operational envelopes, structural and system performance limitations could be used to guide repairs and design changes.

FLTLT Kelly also got the opportunity to travel a little, including a visit to Forlì War Cemetery in Italy where his great-uncle is buried after being killed in action at Trieste.

"As Forlì is so far away from Ruātoki, apart from his brother (my koro), the whānau haven't been able to pay their respects," he said.

As Deputy Maintenance Flight Commander of No. 6 Squadron at Base Auckland, FLTLT Kelly is looking forward to continuing to develop as a structures and mechanical engineer, using his newly gained knowledge and skills.

"The Air Force has provided me with an incredible opportunity to build a career in my chosen field, but my path is just one of those that the Defence Force offers. There are many valuable opportunities for professional development – in academic, technical or cultural programmes."

"Growing up we knew our koro were returned servicemen – on Mum's side was a Navy veteran, and my other koroua served in B Company, 28 (Maori) Battalion."

– Flight Lieutenant Donté Kelly

Māori military veterans' experiences heard at tribunal hearings



The New Zealand Defence Force is continuing to listen to the experiences of veterans through the Wai 2500 Military Veterans Kaupapa Inquiry into all claims involving past Māori military service.

The Waitangi Tribunal inquiry extends to all types of military service, whether operational or routine, in time of war or peace, and at home or abroad; undertaken directly for, or on behalf, of the Crown of New Zealand or the Imperial Crown in New Zealand.

The purposes of the inquiry, in addition to determining the Treaty of Waitangi consistency of Crown conduct, is also to prepare an official narrative that will put Māori experiences of military service for the Crown on public record, and consider how to improve support for veterans and current serving personnel.

This is the second phase of hearings after oral evidence was heard in 2016.

The first hearing week was opened by Tā Robert 'Bom' Gillies, the last surviving member of the 28 (Maori) Battalion, in Rotorua in June. Witnesses called by claimants gave evidence in respect of service in Malaya, Korea, Vietnam, South East Asia, Operation Grapple nuclear testing, and Antarctica.

Each hearing began with relevant technical evidence contained in the Tribunal-commissioned reports, followed by claimant evidence, prioritising the lived experiences of veteran witnesses.

Chief of Defence Force, Air Marshal (AM) Kevin Short, and a number of senior Defence Force personnel attended the hearing to demonstrate clearly the importance the NZDF attaches to this Kaupapa Inquiry.

"It's crucial we support this opportunity for our veterans and their whānau, acknowledge them and their stories, explain what the Crown knew at the time and what it knows now," AM Short said.

"This enables us to not only consider how we can effectively support all of our veterans who have left the services, but those who are currently serving too."

AM Short said the Kaupapa Inquiry can inform the current implementation of veterans' and service people's support measures.

"We are listening, engaging and acknowledging our past to inform and protect our future."

Further witnesses' evidence will be heard in later hearings throughout Aotearoa over the coming months. The NZDF is continuing to research its history to appropriately inform the inquiry.



DEPLOYMENTS COVERED SO FAR

The Korean War, 1950–1957

Over 6000 New Zealanders served in the Korean War between 1950 and 1957, around 4700 (mainly volunteers) as part of Kayforce (the New Zealand's ground force in Korea), and 1350 from the Royal New Zealand Navy (RNZN). New Zealand forces were part of the war effort from 1950 until an armistice was agreed in 1953, and then played a garrison role from 1953 to 1957 in decreasing numbers. Thirty-three New Zealanders lost their lives during the war and 81 were wounded or injured.

The Malayan Emergency, 1948–1960

The Malayan Emergency was a conflict on the Malayan peninsula (now part of Malaysia) which began when local communist forces attempted to overthrow the British colonial administration of Malaya (now part of Malaysia). The Malayan Communist Party, which later became the Malayan Races Liberation Army, mounted a guerrilla campaign in the conflict which they referred to as the “Anti-British National Liberation War”. About 4000 New Zealanders from the Army, Navy and Air Force served in Malaya, Borneo, Singapore, and the Malacca Strait (the seas between Malaya and Sumatra) during the 12-year conflict. Fifteen New Zealanders lost their lives in the Malayan Emergency, three as a result of enemy action.

Indonesian Confrontation, 1963–1966

The Indonesian Confrontation arose because of Indonesia's opposition to the proposed federation of Malaysia and the continued British military presence at Singapore. In February 1965, New Zealand's Prime Minister Keith Holyoake agreed to deploy a 40-man SAS detachment and 1st Battalion, RNZIR, was deployed to Borneo from May 1965, through to October 1966. RNZN crews were sent to man three Navy minesweepers to patrol the Malacca Strait. RNZAF aircraft of No. 41 Squadron in Singapore carried out supply drops in support of British and New Zealand troops on jungle operations in Borneo. The Confrontation officially ended in August 1966 when a peace treaty was signed between Indonesia and Malaysia in Thailand.

New Zealand in the Vietnam War, 1965–1971

The Vietnam War began in the late 1950s and ended in 1975. Essentially, the Vietnam War began as a civil war between the two rival Vietnamese states established in the wake of the demise of French colonial rule – the communist Democratic Republic of Vietnam in the north and the US-backed Republic of Vietnam in the south. About 3000 New Zealanders from the Army, Navy and Air Force served in South Vietnam from 1965 to 1971, 37 of whom were killed and 187 wounded.

Operation Grapple, 1956–1958

Operation Grapple was the name given to the series of British nuclear weapons tests conducted off Christmas and Malden Islands between 1956 and 1958. There were 551 members of the RNZN on board HMNZS Pukaki and HMNZS Rotoiti, which observed 10 tests and collected weather information for the British.

Mururoa (Operation Pilaster), 1973

On 21 and 28 July 1973, the crews of the HMNZS Otago and HMNZS Canterbury, respectively, each observed one of the series of five nuclear tests conducted by the French Government that year off Mururoa Atoll in the South Pacific. The Otago and Canterbury were sent by the New Zealand Government with about 500 people aboard in protest of the tests. The Otago, is referred to as the “ban-the-bomb frigate”.

Vildebeest and Vincent united to speed up restoration project

B | AIR FORCE MUSEUM OF NEW ZEALAND
Y | DAVID KING



The painstaking restoration of one of the rarest aircraft in the world has been made easier thanks to a generous loan by an Auckland family.

The Subritzky family has loaned a Vickers Vincent from its collection to the restoration team at the Air Force Museum in Wigram to help with restoration work on Vickers Vildebeest NZ102.

The two aircraft now sit side-by-side in the museum's Christchurch hangar, with the Vincent providing a 3D model for the restoration team to study.

The Vincent and Vildebeest are identical in almost every detail, so Don and Steve Subritzky's loan aircraft will help the museum speed up the work. NZ102 is the most complete Vildebeest airframe in existence.

"Imagine a 10,000-piece jigsaw puzzle with no plans, and not much of a cover photo either," Air Force Museum Collections manager Darren Hammond says.

"That's what we have been dealing with and, while we've made good progress, having the Vincent to compare is a boost for the team."

"We can't thank the Subritzky family enough for this. They've made astonishing progress on the Vincent, and we are hoping we can learn a lot from what has been done."

Vildebeest NZ102 has been in the Wigram collection for more than 20 years, along with minor components from other aircraft of the same type.

The team has been searching the world for drawings and reference material for many years and gathered as much information as possible. While there are Air Publication guides to provide an overview, no detailed engineering drawings remain leaving the team with only about 20% of the information necessary to complete the work.

The Vildebeest first entered service with the Royal Air Force (RAF) in 1932, and the Vincent is a later development of the design, going into service in 1934. The aircraft share the same engine, a Bristol Pegasus.

The main difference is that the Vildebeest's torpedo bay was replaced in the Vincent with an auxiliary fuel tank.

The Air Force Museum's NZ102 was one of 12 brand-new Vildebeest torpedo bombers received by the Air Force in 1935. Another 27 ex-RAF aircraft were added to the Air Force in 1940-41, making a total of 39. The Air Force operated 62 Vincents alongside the Vildebeests.

NZ102 has a fascinating service history. On 2 May 1938, a young pilot called Leonard Trent took the controls of NZ102 during his pilot training.

Trent flew in NZ102 as pilot or passenger 13 times, and he would go on to serve with distinction in the RAF during World War II.

He was awarded the Victoria Cross in 1945, one of only three members of the Air Force to be so honoured.



On 23 February 1939, a young trainee pilot named David "Sealy" Clark was ordered to fly solo in NZ102 and climbed to 15,000 feet for 30 minutes. On descending, he forgot to pump the brakes and noticed the brake pressure gauge was a little off. A perfect landing was soon compromised by the failure of the wheels to rotate, sending NZ102 into a slow and undignified somersault onto its back. Clark was uninjured.

The rarity and historical significance of the Vildebeest means that it is one of the most important military aircraft held in a museum collection anywhere in New Zealand. The Air Force Museum prioritised this challenging project because of its significance to the development of the Air Force.



VICKERS VILDEBEEST

The Vildebeest was at the cutting edge of design when it first flew in 1928, but by the time World War II broke out it was obsolete.

During its time with the Air Force, the Vildebeest was used in a variety of roles including coastal defence, general reconnaissance, aircrew training and target drogue towing.

Its Bristol Pegasus engine developed 635 HP, giving it a top speed of 230 km/h. It had a range of 2010 km and an absolute ceiling of 19,000 ft.

Its crew consisted of a pilot, navigator and an observer. It was armed with a fixed forward firing .303 Vickers machine gun and a flexible rearward firing .303 Lewis gun. It could carry 500kg of bombs or a single torpedo.

The British Air Ministry insisted that manufacturers had to name torpedo bombers after mammals. Vickers liked to name its aircraft starting with a 'v', and so the name Vildebeest was coined.



Solar panels to power MWD facility

B | EDITOR
Y | REBECCA QUILLIAM

The new Military Working Dog facility at Base Ohakea will have the option of using the sun's energy to provide it with power. And if the environmentally-friendly technology delivers, solar panels might be rolled out across more of the base.

Thirty-one panels, each putting out 510 watts, will provide the building with about 15kw of power. It's something that Deputy Director of Delivery at Ohakea, Russell Sowden, is pretty excited about.

"Power is expensive and last year our bill went up significantly. What I've been doing here is working with our Energy Resource Officer Don Stewart to try to come up with ways of cutting the top off our power bill and reducing our consumption and costs."

A major infrastructure programme is underway at Ohakea, including the Military Working Dogs (MWD) building, and for each design with Defence Force sustainable infrastructure standards, there needs to be consideration of sustainable methodology for the build.

"We need to look at ways we can be environmentally friendly, such as thinking about green spaces, rain water harvesting and solar energy for the social and business benefits these bring," Mr Sowden said.

The solar panels were installed at the same time as the facility was being built, which turned out to be relatively easy to do. The cost was also affordable and the project came together, he said.

"It was an opportunity that we couldn't turn down and it allowed us to get into the technology, understand it and confirm its performance so we could probably expand on it on site."

"We've got acres of roof that lends itself to this type of technology. Most of our power consumption is during the day when the sun is out. If we can knock the top off our power consumption and get it down, that would be ideal. But we've got to try it out first and give it a crack to see how well it works," Mr Sowden said.

"The intent is for the panels to run the entire facility. We've put enough solar panels up there, that they should run the building. What we've got to do is prove they work and they are as good as they say they are."

The base has an integrated building management system that monitors power, so the team should be able to see on a day-by-day basis what the system is doing, what power it's drawing, what it's producing and what's being offloaded.

"So we should have that data to support our analysis of the system and how well it's working."

The building is due to be completed this month and then the MWD unit will move in there and get established.

RNZAF Sportsperson of the Year Awards

B | DEPUTY OIC RNZAF SPORTS
Y | SQUADRON LEADER KELVIN READ

The annual RNZAF Sportsperson of the Year awards were presented in Wellington recently where the Air Force recognised the talents and achievements of our personnel across all approved sports codes for the service.

Air Force sports codes were given an opportunity to recognise and reward the exceptional sporting accomplishments of players and administrators. Codes recognised their player of the year, administrator of the year and under-23 player of the year along with all the usual Sportsperson of the Year awards.

The individual and team code award nominees were then narrowed down into winners for the RNZAF Sportsperson of the Year awards. The winners are:



RNZAF SPORTSPERSON OF THE YEAR:

Sergeant Jordan Lloyd

Sergeant (SGT) Jordan Lloyd was player/coach of the Air Force mixed netball team at the Interservices competition and was also assistant coach of the Air Force Women's Netball team. Playing in the local competition in Auckland, SGT Lloyd went on to represent Auckland at the New Zealand men's and mixed National Netball tournaments. Beyond playing and coaching SGT Lloyd has additionally done much to develop a network between the Air Force and Auckland men's and mixed netball.

RNZAF UNDER-23 SPORTSPERSON OF THE YEAR

Aircraftman Wiks Kuka-O'Brien

Aircraftman (AC) Wiks Kuka-O'Brien represented the RNZAF at basketball and was subsequently awarded the Rookie of the Interservices tournament. She was then selected into the NZDF Basketball team and was named as team Captain. AC Kuka-O'Brien additionally found time to play for the RNZAF Netball team at Interservices. She was also selected into the Cook Islands open mixed Touch team for the Pacific Cup Touch tournament.

RNZAF SPORTS TEAM OF THE YEAR

RNZAF Men's Volleyball

The RNZAF Men's Volleyball Team won Interservices in 2022 in a five-set final. The Air Force was down six points in the final game against NZ Army, but one point away from victory. The Air Force was able to rally from there to win the final set 16-14. The RNZAF Men's team defeated the NZ Army in one of the greatest Defence Force volleyball finals that will be spoken about for many years to come.

RNZAF 141 FLIGHT TROPHY FOR OUTSTANDING SPORTING ACHIEVEMENT

Aircraftman Bailey Jeffery

AC Bailey Jeffery's hard mahi paid off by winning the Central Districts and the New Zealand National Tae Kwon Do championships in 2022 as well as the Star series tournament and New Zealand team World Championship trial tournament. AC Jeffery is subsequently off to the World Championships in Finland next month.

RNZAF SPORTS ADMINISTRATOR OF THE YEAR

Sergeant Tash Wineera

SGT Tash Wineera was manager of the RNZAF Rugby League team for the Air Force v NZ Police match as curtain raiser to a Warriors home match at Mt Smart Stadium. She was responsible for the bulk of the organisation for the fixture ensuring that all parties were kept informed of all requirements throughout. SGT Wineera was additionally awarded the NZDF Sports Administrator of the Year award for 2022.

Thrilling display of passion at basketball competition

B | SQUADRON LEADER
Y | NATHAN BARRACK



In the realm where camaraderie meets the fierce spirit of competition, Base Woodbourne recently witnessed an extraordinary display of athleticism and sportsmanship.

The Interbase Basketball Competition brought together the finest professional Air Force players from the Ohakea Pirates, Auckland Vikings, Woodbourne Wizards, and Wellington Outlaws, showcasing their skills, teamwork, and unwavering dedication.

The final clash between the Ohakea Pirates and Auckland Vikings saw the men's team from Ohakea emerge victorious, with a score of 87-81. The match was a back-and-forth battle, with both teams leaving no stone unturned in their quest for glory.

One player who truly stood out amidst the showdown was Leading Aircraftman (LAC) Jason Mamaradlo from No. 5 Squadron, who was named the Most Valuable Player (MVP) for the men's final. His exceptional skills, control, and unwavering passion for the game propelled the Ohakea Pirates to victory. LAC Mamaradlo's ability to rise to the occasion and make crucial plays in high-pressure moments led to a remarkable performance.

Another standout player was Pilot Officer Cam Talbot from No. 14 Squadron, the rookie of the tournament, who displayed incredible talent, athleticism and potential, contributing significantly to the success of the Ohakea Pirates.

In the women's final, a closely contested match between the Auckland Vikings and the Ohakea Pirates resulted in a final score of 44-39 in favour of the Vikings. Aircraftman Wiks Kuka-O'Brien, a true force to be reckoned with, earned the prestigious title of MVP for her exceptional performance, leaving an indelible mark on the competition and inspiring her teammates to reach new heights. No. 3 Squadron's Able Helicopter Loadmaster Keely Woolman-Smith was recognised as the rookie of the tournament, displaying immense talent.

However, let us not forget the incredible efforts of the Woodbourne Wizards and the Wellington Outlaws (many of whom came from Auckland or Ohakea), who also displayed outstanding sportsmanship and skill throughout the competition. Their presence on the court added to the electric atmosphere, with each team pushing themselves to their limits in pursuit of victory. Their dedication, teamwork, and commitment deserve recognition and applause.

As we celebrate the triumphs and achievements of the Ohakea Pirates, Auckland Vikings, Woodbourne Wizards, and Wellington Outlaws, let us also extend our gratitude to all the participants, coaches, and support staff. Without their commitment, dedication and stepping up to serve others these events simply would not occur.

Additional thanks to:

Base Woodbourne and the committee for hosting. No. 3 and No. 40 Squadron for transportation. Ohakea Base HQ for supporting the new Ohakea Pirates uniform. Coach David Tauai for his faithful service and last Pirate outing on posting to DCM Wellington.

LAC Atelea Mapapalangi and AC Joanna Maoate for stepping up as playing team managers.

Matty Cole and the gym staff for the snazzy new tracksuits.

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



B | CORPORAL
Y | NAOMI JAMES

I took this shot of No. 3 Squadron NH90 crews while they conducted a trooping tasking during Exercise Talisman Sabre. After getting out of the cab to capture some ground to air imagery in the training area, I was welcomed by a huge dusty sandstorm as the helicopters took off. Safe to say I wasn't expecting the scene to be so gritty but it looks like it paid off for the shot.







NZDF SAFETY AWARDS 2023

Let's recognise those who have improved health and safety in the NZDF this year.

Nominations close 8 September.

Visit the Safety page on the ILP, or email **NZDFSafety@nzdf.mil.nz**