

AIR FORCE NEWS

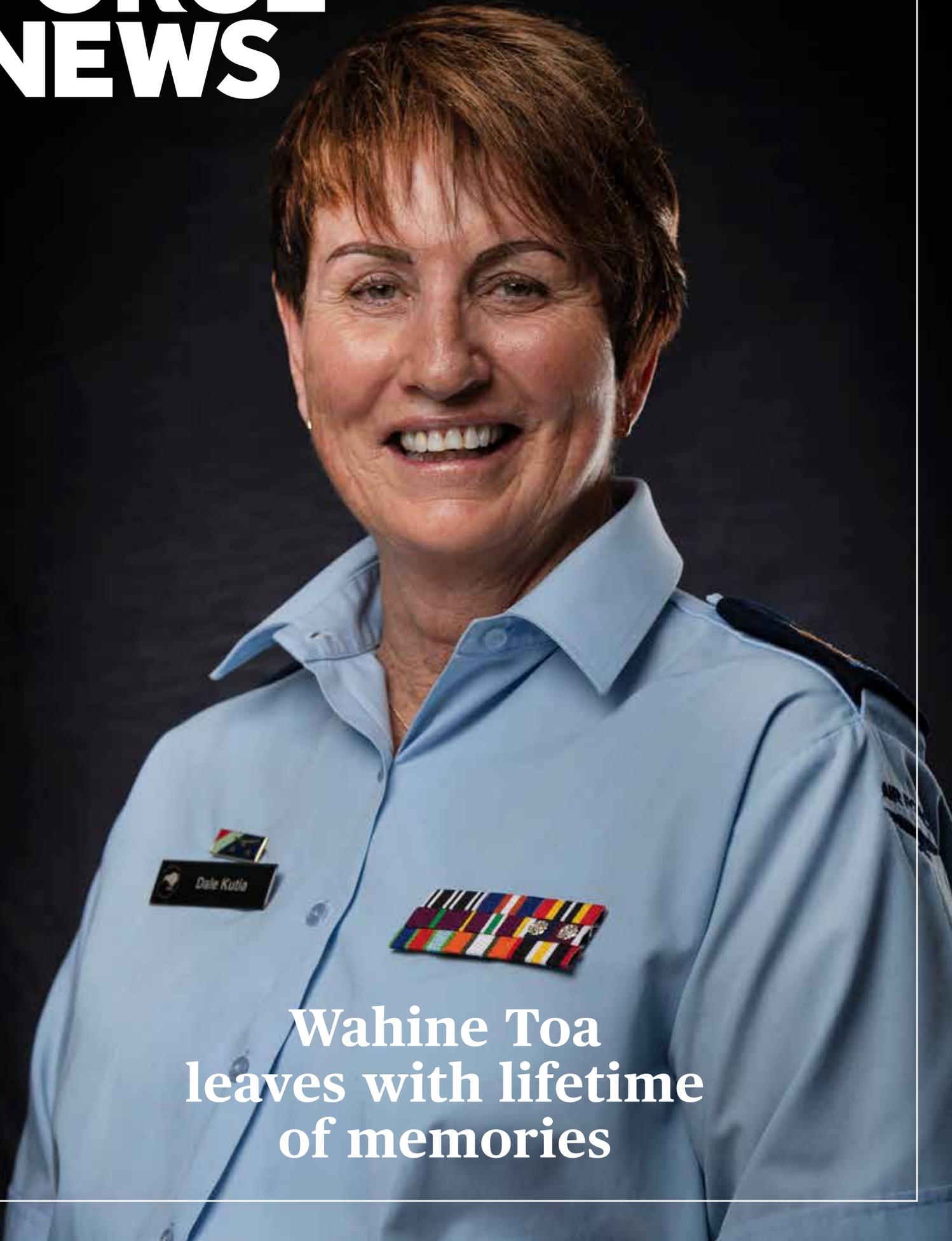
Afghanistan:
Mission
success

Wading
into the
flood zone

Patrolling
the
seas

#240

OCT | 21



Wahine Toa
leaves with lifetime
of memories

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Wading into the flood zone



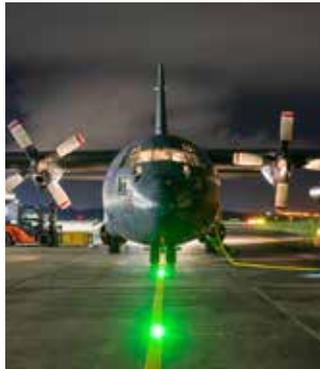
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OUR MISSION

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:
Dale Kutia

PHOTOGRAPHER:
CPL Naomi James



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- photos provided separate from the text – at least 300dpi.

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NZAirForce



NZDefenceForce



Te Kāwanatanga o Aotearoa
New Zealand Government

First Word



B | BASE COMMANDER BASE WOODBOURNE
Y | WING COMMANDER PAUL DRYSDALE

We should all be familiar with the well-known whakatauki: He aha te mea nui o te ao, he tangata he tangata he tangata – What is the most important thing in the world, it is the people, the people, the people. As an Air Force it is our people that provide us with the cognitive edge that enable us to deliver military air operations.

Reflecting on the taiaha analogy in an earlier *Air Force News* by the previous Base Commander, Bases Whenuapai and Ohakea, the upoko and arero, represent the head and tongue of the taiaha, delivering the operational effect. They are supported by the tinana or body of the taiaha, represented by Base Woodbourne, providing the people needed to enable military air operations.

Key to ensuring that as an organisation we have a workforce that is trained and qualified to enable the delivery of air operations, is Base Woodbourne. It is the Air Force's Ukaipo (place of nurturing), and a military air base charged with delivering training and education to our people, throughout their RNZAF careers, while also delivering an operational effect through our operations personnel supporting air operations from the base, or the wider teams supporting our strategic partners.

With any system the quality of its output is highly dependent on the quality of people or processes that are responsible for delivering that output.

Having spent the last two years as director of Directorate Career Management (Air Force) and prior to that as a Branch Head at Headquarters Joint Forces New Zealand, I have a good appreciation of the pressures being faced by the organisation.

“Woodbourne’s outputs are focussed on honing and developing the raw talent of our people throughout their careers, providing them with the skills, when they post to Whenuapai and Ohakea, to support the platforms that deliver military air operations.”

I also understand the trade-offs that are necessary to deliver operational outputs, while at the same time ensuring that we continue to invest in the development of the skills of our people.

To ensure that we are investing in the next generation of people that will work either for you or with you, we need to ensure that our attention is equally focused on the platforms that we operate, while equipping our people with the cognitive skills and training to enable them to support the platforms.

So the next time you are asked to complete an RNZAF 400 for one of your people applying for a role in Woodbourne, have a think about the role that Base Woodbourne plays in developing the next generation of people to enable you, the wider RNZAF, to deliver the operational effect.

MAIN
Whenuapai Unimog driver helping
during recent flooding in West Auckland

Wading into the flood zone

B | EDITOR
Y | REBECCA QUILLIAM

During the height of the country's latest Alert Level 4 lockdown, Kumeū and Piha in West Auckland suffered devastating flooding and staff at Base Auckland didn't hesitate to help them out.



Upwards of 150 millimetres of rain soaked Kumeū over 24 hours in what was the town's second wettest day on record. Homes and businesses suffered major damage in the subsequent flooding.

In response to the crisis, Base Auckland personnel were asked to assist the local civil defence emergency response. They worked on the ground with other agencies, including the New Zealand Police and members of the community, transporting families and their pets to a welfare centre and searching flooded homes to ensure residents were safe.

Unimog-qualified driver and Security Forces specialist Leading Aircraftman (LAC) Brent Setter said when they were called in to help, the team prepared the vehicle with spare blankets and food.

"We got to the fire station and were briefed of the situation and essentially we were needed to transfer people from their flooded homes to the welfare centre."

By this stage the flood waters had reached about a metre and a half deep, he said.



“We relocated two households, one was an older lady and then a mother with two children. I was happy to help and get amongst people who were having a hard time with the flooding.”

The team also transported generators that people in the community had donated to help keep power on in other households, LAC Setter said.

Aviation fuel specialist Corporal (CPL) Jake Hensley, also a qualified Unimog driver, said he and his team parked the vehicle at the end of streets and went door to door to see if anyone needed assistance to be evacuated from their homes to the welfare centre.

Some of the members of the public were putting posts up on their community social media pages to let people know they were there, he said.

“Our first load we moved about 12 people and two dogs. The other load we drove an elderly couple with their dog to the centre.

“I’ve never seen flooding like that before. It was good to be able to help out – it was my first time on that type of mission.”

The flooding hit two weeks into the country-wide lockdown, due to the community spread of Covid-19.

The Alert Level 4 status meant extra complications for the evacuations, CPL Hensley said.

“We were wearing masks. A lot of the public were trying to adhere to that as well. We were also sanitising frequently. The rules were something that everyone automatically followed.”

Officials had announced safety in the floods overrode some of the Level 4 rules.

Patrolling the seas

Flight Lieutenant Nina White is in a unique position being the only Air Force officer deployed on Operation Tiki, in support of the Royal New Zealand Navy-led Combined Task Force 150 in the Middle East. As the legal officer she was actively involved in recent drug busts in the Indian Ocean during which narcotics with a combined local wholesale value of over US\$7 million were seized.

The first seizure during the NZ Command of Combined Task Force (CTF) 150 occurred on 20 September. It was conducted by French Marine Nationale frigate FS Languedoc, operating in support of CTF 150. The boarding resulted in the seizure of more than 1,600kg of illegal drugs during a maritime counter-narcotics operation.

While operating off the coast of Oman, FS Languedoc intercepted the vessel suspected of smuggling, under the direction of CTF 150. The ship's boarding team conducted detailed searches, identifying and seizing more than 1,525kg of hash and 166kg of methamphetamine with a combined wholesale value of over US\$5.2 million (NZ\$7.4m).

Within a week Flight Lieutenant (FLTLT) White was again involved in supporting a second operation, once more conducted by FS Languedoc, resulting in a staggering 3,662kg of hash being seized.

The seizures make a substantial impact on drug trafficking in the region, denying terrorist groups this income source.

As the legal officer on the CTF 150 staff, FLTLT White has a significant responsibility while interdiction operations are being conducted. During the interdictions she monitors the reports coming from the boarding team and advises the Commander of CTF 150 on the legal thresholds that have to be met.

Due to her role, FLTLT White could be called in day or night to provide legal advice to the team.

She has also gained professionally from her time in Bahrain.

"It has been incredible to be exposed not just to an operational environment, but also a naval one. An understanding of dhows and normal vessel behaviour is crucial to my legal advice, so I have really valued the opportunity to apply maritime law alongside operators who are able to answer my questions!"

CTF 150 is one of three task forces operated by Combined Maritime Forces (CMF). Captain (CAPT) Brendon Clark of the Royal New Zealand Navy (RNZN) took command of CTF 150 in July this year from the Royal Canadian Navy. CAPT Clark leads a diverse team which, alongside FLTLT White, includes personnel from the RNZN, United States Coast Guard, Royal Australian Navy and the Republic of Singapore Navy.

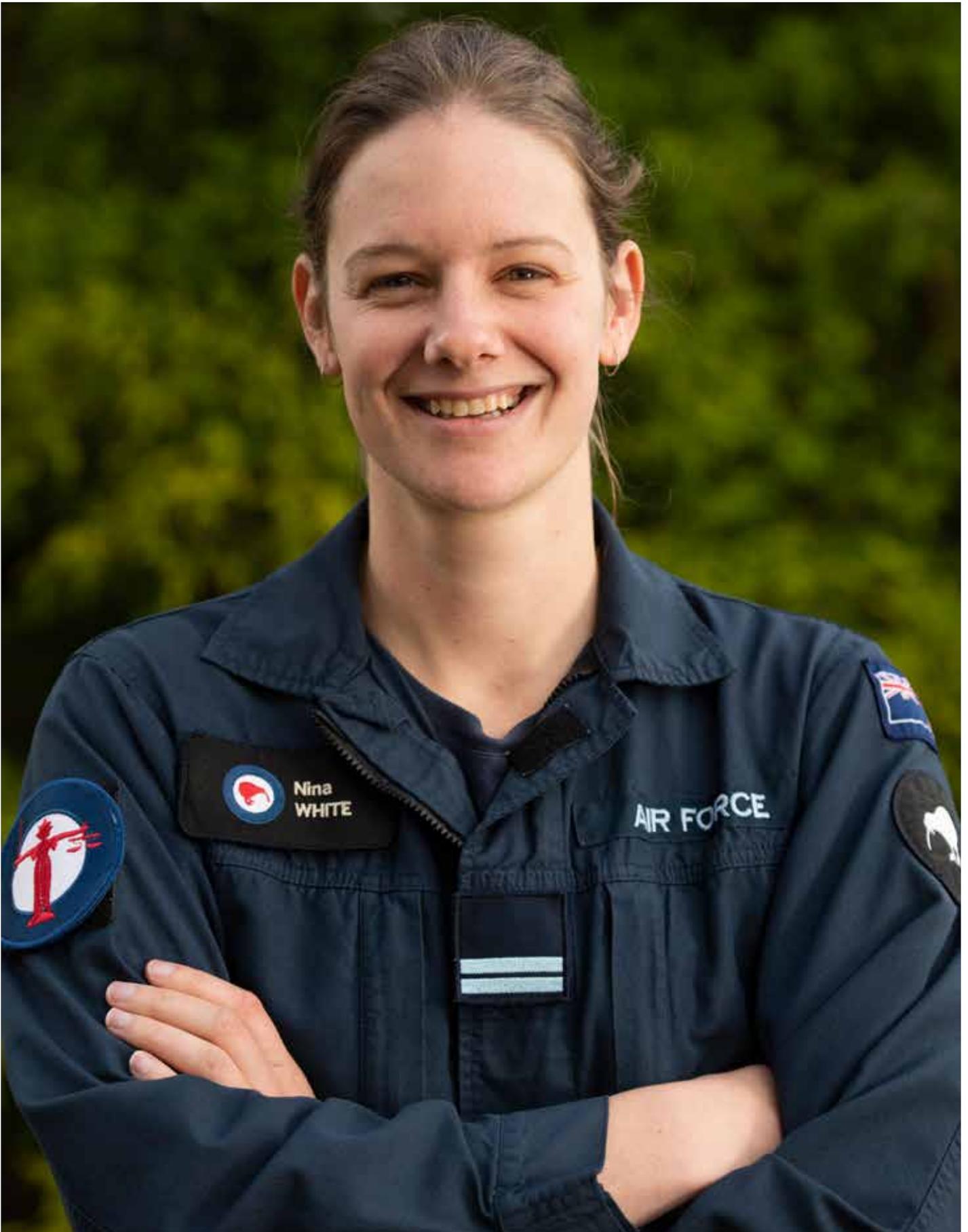
CTF 150 is comprised of four nations and five services, CAPT Clark said.

"One of our main strengths is diversity of thought and as a consequence the ability to consider a number of perspectives and approaches to decision making. As an Air Force officer, FLTLT White adds real and tangible value with the perspectives and advice that she provides command and the team."

The Combined Maritime Forces (CMF) is a multinational maritime partnership, which exists to uphold the International Rules-Based Order by countering illicit non-state actors on the high seas and promoting security, stability, and prosperity across approximately 3.2 million square miles of international waters, which encompass some of the world's most important shipping lanes.

CTF 150 conducts Maritime Security Operations outside the Arabian Gulf to ensure that legitimate commercial shipping can transit across the region, free from non-state threats. Its mission is to disrupt criminal and terrorist organisations through interdiction operations by coordinating ships and aircraft in the Arabian Sea, Red Sea, Gulf of Oman and Gulf of Aden. These smugglers carry narcotics, weapons or even charcoal which may be used to fund terrorism or breach United Nations sanctions.

RIGHT
Flight Lieutenant Nina White





Afghanistan: Mission Success

B | SQUADRON LEADER
Y | MATT RIEPER

When the Prime Minister announced to the public on Monday, August 16 that an 'NZDF C-130 and personnel will be deployed for at least a month to help with evacuation efforts' in Afghanistan, the Defence Force immediately scrambled all resources necessary to mobilise the force as rapidly as possible.

The mission objective was clear, but how to execute it, not so. What was also apparent was that time was of the essence given the pace and nature of the events unfolding in Kabul.

Normal planning and preparation activities such as those used for previous Middle East operations would simply take too long, therefore command had to balance the time needed to ensure the force was adequately equipped and prepared with the time left to deploy and conduct the Non-combatant Evacuation Operation (NEO). The final date for evacuations was just two weeks away. Asked when the C-130 could depart, No. 40 Squadron answered 'Wednesday!' giving everyone less than 48 hours to mount up.

With all hands on deck, tasks and duties separated naturally along base departments. Headquarters Joint Forces New Zealand developed the force structure and directives, base flight safety and directorate of operating air worthiness risk management plan, while No. 40 Squadron stood up general mission planning.

The activities were happening concurrently while the deploying personnel churned through getting their work and homelife squared away.

A bare bones pre-deployment training was completed by Tuesday afternoon and come midday Wednesday, bags packed with whatever they could scrounge together, the advance party were on the road to the United Arab Emirates (UAE).

Loaded to the gunnels, the C-130 completed the three-day transit, flying via Adelaide, Perth, Cocos Island, Diego Garcia into Al Minhad Air Base UAE. By Saturday the contingent of about 70 personnel and one C-130 would complete the first phase of the operation: deploy to AMAB with all personnel and assets in place.

Advance party personnel, who had already arrived via civilian aircraft, began forward deploying via coalition airlift and establishing a node in Hamid Karzai International Airport later that evening. The 19-strong team consisting of Special Operations Forces, Female Engagement Team and the Deployable Joint Inter-Agency Task Force (DJIATF), immediately commenced the development of the identification, recovery and extraction process for evacuees which was a critical component of this NEO.

LEFT

Evacuees from Afghanistan in a C-130 Hercules

LEFT
Evacuees leaving Afghanistan

MIDDLE
C-130 Hercules' pilots flying into Afghanistan

BOTTOM RIGHT
Evacuees boarding a C-130 Hercules



Sunday, August 22 was utilised to conduct final mission preparation for aircraft and crew. The aircraft required the remainder of the armour fitted, flares and cargo compartment rigging to conduct NEO operations in a hot and high medium air threat environment.

The crew consisted of seven aircrew, two maintainers, four security forces, two medical, four air load team and a Defence Public Affairs photographer. At 8am on Monday, August 23, the C-130 departed for the first of three missions evacuating New Zealand citizens, passport and visa holders from Kabul, seven days after the Prime Minister's announcement.

The operation was a success in simple terms as the Defence Force had very quickly deployed a force and evacuated 370 people from Afghanistan. But the process and lack of formal process in getting there can be equally celebrated given the outcome. So how and why was this a success without any formal 'worthiness' board, PowerPoint or briefing given the operational environment and risk?

Experience, perspective and trust.

With most operations the Defence Force endeavours to build a team of people with a range of experiences. It was quickly identified that for that operation, put simply, you could not go unless you had gone before.

This allowed significant efficiencies in everything from pre-deployment training, integration with coalition partners and more importantly the ability to draw on past experience to foresee and overcome the challenges that normally try to derail operations in this part of the world. Experience is also an easy way for command to mitigate risk, especially unidentified risk.

Defence Force command has the luxury of an intimate understanding of its personnel and they respected their previous experience fully across all trades of the contingent. Issues were identified using the guts of previous operational planning, prioritised and decided upon at the appropriate level without frills or formality. Fast flat communications were essential and trust in their people imperative.

But without the luxury of time and detail, it was inevitable that not all conclusions could be reached prior to departure nor did command want the decision-making process to unnecessarily restrict the operation when in theatre.

Therefore the approach was to work under a commander on the ground who coordinated the entire mission – the Commander DJIATF – and afford the Operational Commanders as much freedom and authority as possible to make the best decisions on the day.

“With most operations the Defence Force endeavours to build a team of people with a range of experiences. It was quickly identified that for that operation, put simply, you could not go unless you had gone before.”



Operation Kokako: a calculated risk

B | AIR COMMODORE
Y | SHAUN SEXTON

The rapid deployment of our fixed wing transport force on Operation Kokako, a non-combatant evacuation operation (NEO) from Afghanistan, demonstrated a single-minded commitment and mission focus.

The team involved, particularly from Base Auckland, took sensible risk-based decisions about what was important (or not) to ensure that a battle-worthy detachment deployed on a complex multinational mission within days of being tasked. In doing so, they played a substantial role ensuring national objectives were met – among other things it saved lives.

What can we learn from this success? Squadron Leader Matt Rieper highlights experience, perspective and trust. To these salient points I will add air-minded clarity of purpose.

Our purpose is to produce and deliver airpower effects in times of conflict and uncertainty. The airmen who prepared for and deployed on Operation Kokako clearly understood this purpose; they resolved the challenges to execution pragmatically, managed the risks and delivered.

I will postulate that if a risk-averse approach had existed where other factors were allowed to prevail over mission, we may have been less successful. Put another way, these men and women demonstrated an air warfighting ethos – specifically, as masters of their trade they adapted to work within a rapidly evolving operational environment shoulder-to-shoulder with other members of the NZDF and our international partners to serve, rather than to merely perform a job.

Well done, thank you for your service.



Southbound for summer



Flights by a C-130 Hercules and a Boeing 757 have flown the first cohort of Scott Base staff out of Christchurch to Antarctica – marking the start of New Zealand’s 2021/22 summer season.

The flights have taken more than 150 passengers and nearly 11,000kg of cargo to the frozen continent.

The C-130 Hercules was due to fly out on September 20, but the aircraft turned back after four and a half hours due to poor weather in Antarctica. That’s fondly referred to as a ‘boomerang’ amongst Antarcticans.

Inclement Antarctic weather kept the plane on the tarmac until the morning of September 24, when the Hercules took off at 9am on its way to McMurdo Sound from Harewood Terminal in Christchurch.

With a suitable weather window in place, the Hercules landed at Phoenix Airfield at 4.07pm, and spent a short time on the ice before heading back to Christchurch.

Sarah Williamson, Antarctica New Zealand Chief Executive says these staff members are essential to running Scott Base safely and the organisation has gone to great lengths to ensure they arrive in Antarctica Covid-19 free.

“Adding a two-week isolation period and multiple Covid-19 tests to Antarctic pre-deployment is a big commitment for our people heading south this year, but we want to ensure we’ve done everything we can to keep Antarctica Covid-19 free.

**LEFT**

Scott Base staff leaving for Antarctica on a C-130 Hercules

MIDDLE

A Boeing 757 at Antarctica

BOTTOM RIGHT

A C-130 Hercules leaving Harewood terminal for Antarctica

BY THE NUMBERS:**C-130 HERCULES****42**

passengers

7,348 

cargo

BOEING 757**114**

passengers

3,480 

cargo

“We are excited to be sending our base maintenance staff south, and to see the return of our team members that have been in Antarctica all winter,” she says.

Once at Scott Base, there is a carefully planned system every time a new cohort arrives. This means masks and physical distancing are the new norm on base.

The summer Scott Base staff will work in Antarctica for the next five months, while twelve staff will stay on throughout winter until October 2022.

Due to Covid-19, fewer people will travel south this season compared with ‘normal’ years. Researchers begin to arrive next month, allowing New Zealand’s world-leading climate change science to continue on the ice.



Maintenance from Afghanistan to Antarctica



In the space of a month the same No. 40 Squadron C-130 Hercules, NZ7005, has travelled to the searing heat of the Middle East collecting evacuees from Afghanistan, across to the frigid temperatures of Antarctica for the start of its summer season.

While both are desert areas, each region has opposite environmental conditions that the aircraft responds to differently, Squadron Leader (SQNLDR) Michael Bunting said.

“In the hot, dusty environment you’re worried about the avionics systems, you’re worried where the dust is getting in respect of engines and propellers in particular. The heat and the dust cause a unique set of challenges, which is at the opposite end of the spectrum to Antarctica, with its cold.”

The job has a “massive impact” on the maintainers, SQNLDR Bunting said.

“Obviously we’re super concerned about heat stroke and out there we have no real shelter working in the desert. Frequently the thermometer is well above 40°C. They are massive challenges and are complicated by Covid where we have to wear masks and gloves. Maintaining an aircraft in 45°C heat is a real challenge.”

At the other end of the temperature spectrum in Antarctica, maintainers wear multiple layers of clothing, he said.

“You look like the Michelin man. Trying to do any task that requires hand skills is that much more complicated. In both cases you’re trying to limit the exposure of the maintainers to that environment, so that makes it a significant challenge, on the people themselves, not just the aircraft.”

Maintainer Sergeant (SGT) Dayne Van Stee said they endeavour to get as much ready on the aircraft before going to countries with extreme temperatures.

“In the Middle East the sand and dust just gets in everything, so we have to do extra inspections and cleaning,” he said.

“The heat is also a challenge. Obviously everything is made of metal so when we’re trying to work on it in the middle of the day things get hot to touch where it gets to the point where it hurts you.”

Dehydration was also a factor and the team avoided working in the heat of the day if they could.



“For the few times we did have to work in the middle of the day in the heat, we needed to really be aware of the heat, because it’s easy to get caught up in the work and then realise you’ve been out there for two hours without a bottle of water. So we had to make sure there was still one person who was less task-focussed and more keeping an eye on water levels and making sure we were taking breaks and getting in the shade,” SGT Van Stee said.

At the other end of the mercury in Antarctica, the cold affects rubber seals on the aircraft, causing them to shrink, resulting in leaks of fuel and hydraulic liquids.

“So before we go we check and top up all the fluids to ensure we have the best start.

“For maintainers on the ice, the gloves that we wear take a lot of dexterity out of our hands, so if we are trying to do maintenance that is fiddly work, it’s quite hard with big padded gloves on,” he said.

Maintenance coordinator Flight Sergeant (F/S) Brad Mead said a major part of his job was to monitor the team’s fatigue, “especially in the hot environment”.

All the work was done on the flight line, which in the heat of the day could get up to 47°C, he said.

“A couple of times we had to pull some of the maintainers away from the job and into air conditioned rooms and let them cool down. And then quality control to ensure that what is done is done properly and within publications.”

Going to Antarctica the safety precautions are similar to the Middle East, F/S Mead said.

“The guys are out in the cold doing a refuel or doing work and just monitoring them and bringing them into the warmth if they start to slow down and get cold.

“The aircraft isn’t on the ground for very long anymore. The Hercs used to overnight, but since Covid, that’s been stopped, so they are there and back in a day. They are only on the ground for a maximum of three hours while they refuel and load.”

“One thing both environments have in common is if something major does break, it’s worse-case scenario to try to get more people and parts to those locations.”

– *Sergeant Dayne Van Stee*

LEFT
NZ7005 in Antarctica

RIGHT
NZ7005 at the airport in Bahrain



Wahine toa leaves with lifetime of memories

B | EDITOR
Y | REBECCA QUILLIAM

When Warrant Officer Dale Kutia joined the Air Force women were segregated from men, hardly any trades were open to them and their male colleagues were paid more. She wasn't even allowed to ride a bike.

After nearly 50 years, Warrant Officer (W/O) Kutia is the longest serving woman in the Air Force and is leaving after witnessing momentous changes in the service.

Until 1977 enlisted females joined the Women's Royal New Zealand Air Force and were only given a three-year contract rather than the eight to 12 year contract offered to men. Jobs were limited to clerical trades, such as shorthand typists and data processors and were paid at only 80% of the rate men received for doing the same job.

Unlike men, women were required to be single on enlistment and if women married or became pregnant they were discharged.

It wasn't until 1977 that WRNZAF was integrated into the RNZAF as part of a broad policy shift by the military and only then were women entitled to equal pay, however, roles were still limited, with women not allowed to be aircrew.

Joining the Air Force was all that a young Dale Canty ever dreamed of doing with her life, and attempted to enlist when she was just 14-years-old. The recruiters told her to come back in when she was 17. Boys were allowed to enlist when they were 15 as airman cadets.

In 1972, the 17-year-old gave it another shot and arrived as the only applicant at the Tauranga RSA, where she passed her entry tests.

Eight other young women joined W/O Kutia on the six-week recruiting course, which looked a lot different to the men's course.

"We weren't allowed to handle weapons, so there was no rifle drill or ground defence exercise, which is now a three-day exercise where you patrol and guard areas.

"Instead we had a picnic at West Melton. We were bed-checked every night, the duty Non-Commissioned Officer would come around with a torch to make sure we were in bed at 9pm."

The recruits learned about the military, its history and drill. They spent the time making bed packs and having blankets thrown on the floor if beds weren't made properly. They polished brass window latches and hat badges and spit polished their shoes.

"When I joined we were given stockings – I wasn't given a suspender belt to hold them up and there was no such thing as panty hose. Our physical training shorts were these white rompers – awful to wear that used to ride up when we moved – and a white blouse and white Bata Bullets."

It was Louise "Johnny" Naera, who was the first Māori to ever be commissioned, who fought for the airwomen to be able to wear black shorts, W/O Kutia said.

Following the recruit training, the young graduate began her Clerk General Duties course at Wigram, where they were finally allowed to mix with the males and socialise with them after hours at the YMCA and Airmen's Club.

One notable evening W/O Kutia arrived back at her barracks five minutes late and was charged.

"When I got on the train in Hamilton I cried. I wanted to go, but I was also realising this was a big change for me. But I was determined. There was something in me that said, 'No, you've been wanting this for so long, you stick it out, you're not going to give up'."

"I got five days jankers (extra duties) where I had to do two hours' work at night after the parade. I remember cleaning the showers with my toothbrush and polishing the floors. By the time my five days was up I was pretty good with a toothbrush and polisher."

A big shock for the new airwoman was not being allowed to ride a bike because wearing a skirt meant it was unladylike.

"I'd ridden a bike to school for four years and I joined the Air Force and wasn't allowed to ride a bike. I was working in the Registry and picked up signals each day from the Communications Centre and I couldn't be bothered walking down so I found a bike and sneaked behind the admin unit and biked across.



LEFT

Dale Kutia relaxing on her lifestyle block in Waipukurau

“Over the years we started to have a voice. There’s still work to be done. If I look at the leadership opportunities for females, I still feel it’s a male-dominated area.”

“In 1977, while posted to No. 1 Squadron I requested permission to ride a bike and I remember having to sign the letter ‘your obedient servant’.”

Her first posting was to Whenuapai and it was here she became involved in a range of sports, including softball, basketball, squash, harriers, and netball. The sport gave her and her teammates opportunities to play in tournaments around the country. She has also run 23 marathons here and on courses around the world.

It was in those first years W/O Kutia met her future husband Richard at the Junior Ranks Club, and they were married in 1979.

In 1983 the couple were chosen to be the first married couple to be posted together to Singapore. However, in a blow to W/O Kutia, the posting for her was pulled because of the financial advantage they would both receive instead of just one spouse.

She was given the option of either remaining in New Zealand and wait for the next posting, which could have been another two years, or go on leave without pay.

“So I chose to go on leave without pay and followed my husband,” she said.

After two and a half years the pair returned to Woodbourne and W/O Kutia returned to work.

For the rest of her career, when W/O Kutia wasn’t deployed overseas, she took postings in Wigram, Wellington, Auckland and Ohakea.

She excelled at her trade and in streamlining processes and managing an administration section that was not achieving and through her leadership and management skills turned the unit into an efficient and effective unit.

She was also heavily involved in recruiting, on and off for about 12 years, shaping the face of the Air Force, while serving at Wellington, Palmerston North and Auckland Regional Recruiting Offices.

“Over all the years recruiting there are some people that I will never forget. Like the kid who biked all the way from Whanganui to take the recruiting test. It’s amazing how you don’t forget them. It makes me feel old because some of these people I recruited are now Warrant Officers.”

In October 1997, W/O Kutia was the first Air Force personnel to be chosen to deploy to the Sinai in Egypt as an S1. The posting had always previously gone to Army personnel.

“It was a great posting, it opened the door to more Air Force to be posted over. There were only two women and we travelled to the historical archaeological city of Petra in Jordan, Cairo and Tel Aviv. It was probably one of the best deployments I’ve had because of the opportunities to travel.”

In 2008, W/O Kutia was chosen for a year-long deployment to Timor-Leste, where she was an advisor to the Timor-Leste Army.

“I didn’t particularly want to go. Because I was an advisor for the Army, I didn’t have to be armed, which I was pleased about because I would have needed rifle training to bring me up to speed.”

For the first three months she had to learn Tetum, a mixture of the Portuguese, Indonesian and Timor languages.

“For the first month I had sores all over me because we were living in primitive conditions and we didn’t have good meals. Everything was fatty and there were no vegetables, only fried noodles.

**LEFT**

Dale Kutia on her Waipukurau property

BELOW

Dale Kutia on deployment in East Timor where she took on a programme for local children



So we all got pretty sick. But I enjoyed learning the language, it was very much like Māori – all the vowels had the same sound.”

She also decided to run a play group for local children on Sundays.

“I would tie a rope to the bumper of the Toyota truck that I had and turn the skipping rope for hours teaching these kids to skip. Then I raised some money and went to Darwin and got them hula hoops and volley balls and soccer balls.

“I also bought some balloons and blew one up and gave it to a little boy and he hung onto it so hard because it was the first thing he'd ever owned. To see their joy was rewarding.”

In her role as adviser, W/O Kutia taught the Timorese vital administration skills like creating a filing system, computer databases and how to implement a recruiting drive.

“It was good to be able to impart my knowledge and skills as an administration clerk to teach them just some of the basics to make them a cohesive unit.”

In 2009 the Admin Trade was disestablished and W/O Kutia remustered as a General Service Assistant. Shutting down the trade resulted in a “huge loss of knowledge”, she said.

In the later part of W/O Kutia's career she took on major projects that impacted the entire Defence Force. She set about getting rid of paper payslips, which would arrive weeks after pay day and generally ended up in bins by creating a computer version.

She was also part of the SAP Administration Process Specialist team that was involved in designing a new personal and pay system. She was awarded the Defence Meritorious Service Medal for her role in the Validation of Data prior to rollout. Later she was instrumental in rolling out the Performance and Development Report.

Relaxing in her Waipukurau home, W/O Kutia says looking back on her career it doesn't feel like 48 years has passed.

The decision in 1977 to integrate the WRNZAF with the RNZAF was hugely significant as it offered the women so many more opportunities, she said.

The biggest change over the years was the way sexual discrimination was treated, she said. The introduction of equal employment and anti-harassment policies identified barriers preventing women from succeeding in the workplace and formulating appropriate strategies.

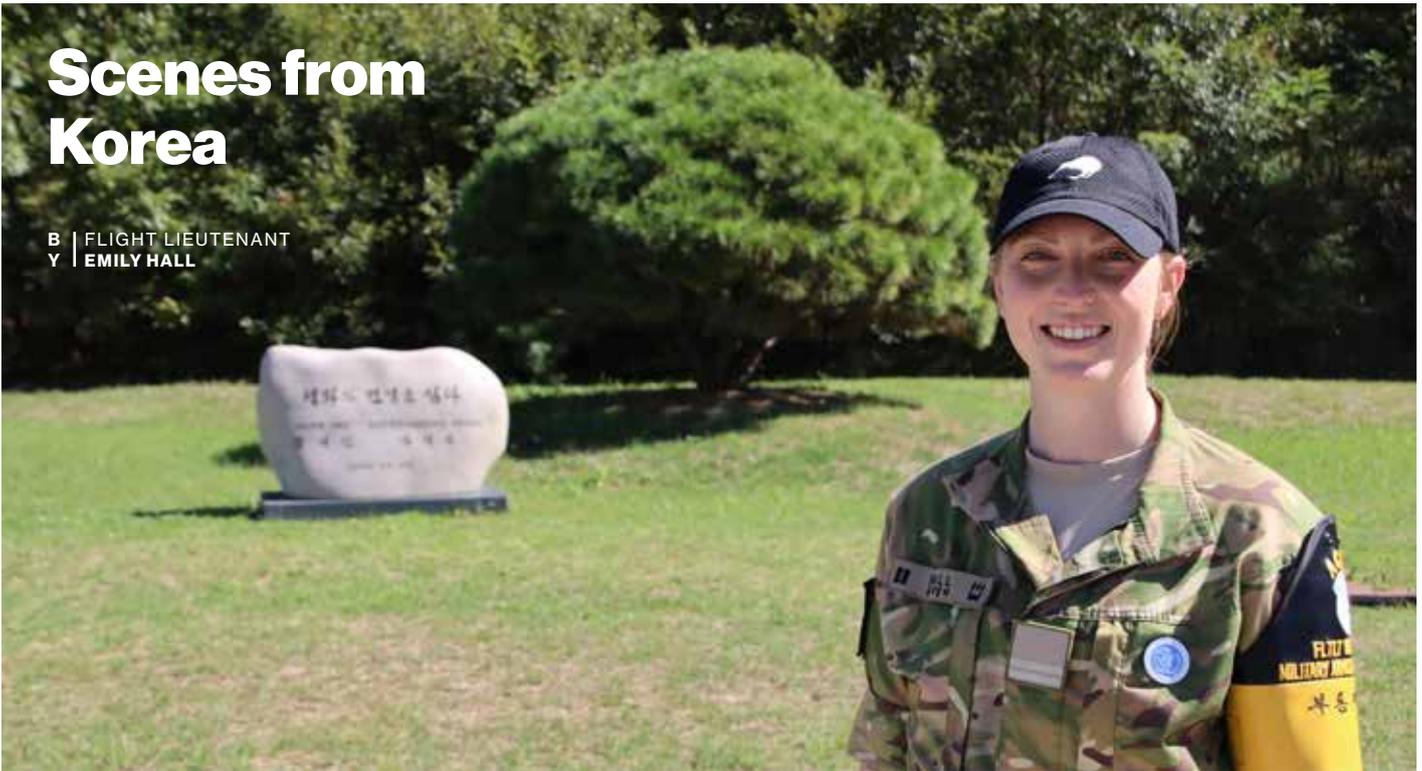
This saw a dramatic increase in the retention rate for women. Today women enjoy equality and freedom of choice which W/O Kutia and her predecessors could only have dreamed of, she said.

“I would walk into a crew room and there'd be pictures of females from Playboy centrefolds around the room.

“When I joined there weren't a lot of trades open to females. When women could be pilots, aircraft technicians and avionics technicians, it was great to see them coming through in a predominantly male environment and see them succeed just as well as the men.”

Scenes from Korea

B | FLIGHT LIEUTENANT
Y | EMILY HALL



I am currently deployed on Operation Monitor as the Assistant Corridor Control Officer for the United Nations Command Military Armistice Commission (UNCMAC) in the Republic of Korea.



My role is to monitor all passengers and freight transiting between North and South Korea along the Transport Corridor, which runs across the DMZ (Demilitarised Zone), on the West Coast of the Korean Peninsula.

The importance of this role is working as part of a coalition to support the upholding of the Armistice Agreement and cessation of hostilities on the Korean Peninsula. I work with people from a wide range of military backgrounds and countries including the US, Denmark, Switzerland, Sweden, Australia and the Republic of Korea.

Currently, due to Covid-19, the Transport Corridor has been closed and so there are currently no border crossings. Although we still monitor the access of people in and out of the corridor, the closure has meant I have the opportunity to work with other areas of UNCMAC.

I have had the opportunity to carry out inspections at frontline infantry divisions, ensuring Korean Army units, situated on the DMZ, are following the rules outlined in the Armistice Agreement.

A highlight of my job has been taking orientations of the Joint Security Area and Observation Post Dora for distinguished visitors, teaching both military and civilian high-ranking groups about the Armistice Agreement and the history of the Joint Security Area.

I have also worked duty shifts sitting as the most forward person to the border between North and South Korea. This includes sending messages and conducting a twice daily phone check with the Korean People's Army, maintaining one of the only operational communication lines between North and South Korea for the UNC Commander.

I was recently involved in the bi-annual Combined Command Post Training at Camp Humphreys. My role included working in the UNC Operations Centre providing advice on the Armistice Agreement and working at the UNCMAC headquarters to assist with Special investigations and Armistice Agreement violations.

I feel very lucky to be experiencing a new country and culture, particularly during a pandemic. I have met many incredible people and have experienced generous hospitality which I will never forget.



Bonded to heritage

In recognition of Tuvalu Language Week, we would like to introduce you to Corporal Nini Nanjan. Of Indian and Tuvaluan descent, Corporal Nanjan was raised in Fiji and has served in the Air Force since 2008. She tells us how her heritage has shaped who she is.

Tālofa, I am Corporal Nini Nanjan. You could say that I followed in my father's footsteps. He served in the Fijian Army and has now joined the Air Force. I'm Logistics by trade and I'm currently working as a Supply Chain Repair Manager for Propulsion. My average day is spent monitoring repairs for engines across all fleet.

There are many reasons to be proud of my culture and language. For me, it is mainly the values and traditions that have been passed down from our ancestors, with faith, family and unity still at the core of my, and our identity.

I like the Tuvaluan proverb 'Ko tau malosi ko tau maumea' which translates in English to 'your strength is your wealth'.

In 1947 the first immigrant from Tuvalu settled on an island called Kioa. Lying majestically at the entrance of Buca (pronounce as BU THE) bay in northern Fiji, you could mistake Kioa for part of the main land.

Thirty-seven Tuvaluans set sail on an incredible journey from Tuvalu to Kioa in search of greener pastures. They travelled over 10,000km and had with them only enough provisions to last the journey.

When they arrived on Kioa Island it was nearly night fall and the island was dead silent and dark. The people felt afraid and missed home. They had brought with them only their culture, traditions and lifestyle which till this day is practiced. What an amazing journey that would have been to witness.

Here's more insight to the people I come from: In the 1980s the people of Kioa were recognised and accepted by the Tui Cakau, the sovereign high chief of Cakaudrove, Ratu Tuikilakila Golea, who made us part of his own clan.

As you approach Kioa you will see a white sandy beach with a deep anchorage up to the shore and a fringe of coconut trees along a horseshoe bay. The island itself is covered in thick green trees untouched and fertile soils. The village is nestled along the foot of a hill just by the beach and you can see houses snuggled in amongst trees with raised wooden or bamboo floors.

The people of Kioa earn money by selling copra which is dried coconut flesh that is used to make oil. Within a year the island produces over 12 tonnes of copra. The people survived and thrived with only their skills of farming and fishing and the strength of community.

The women still weave mats and baskets and the men still fish and farm and live off the land.

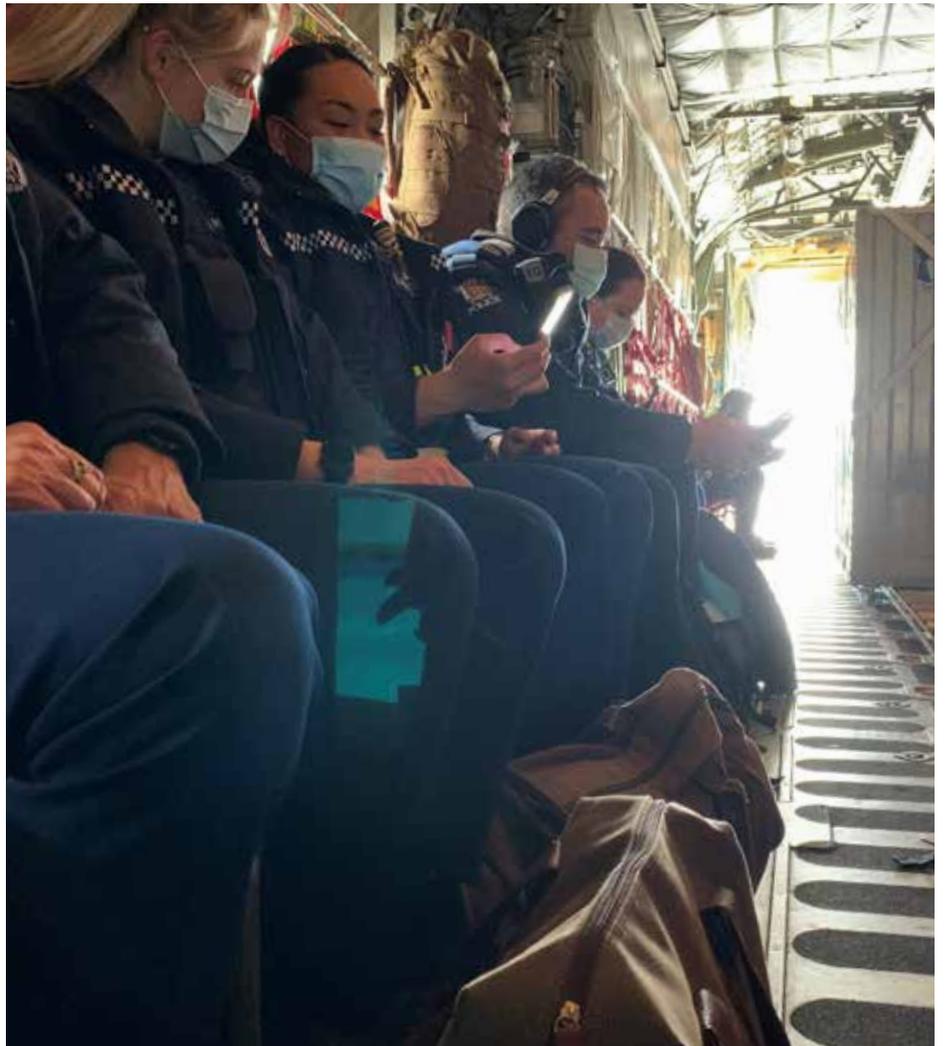
Our people are grateful for the tough journey those 37 brave men and women made in 1947. We now have access to better education, water and supplies, our children have better opportunities to find jobs easily and progress in the world. My ancestors were one of the 37 early settlers of Kioa. My mother is the first descendant from her family to settle in New Zealand and my children are the first generation of New Zealand born Tuvaluans from our bloodline.

The people of Tuvalu although scattered all over the world have never forgotten their beginnings. The culture and traditions are still celebrated and the stories of our forefathers live on. As I journey through my life, my story is being added to that of my people.

This is an incredible story that I am proud to be part of. My roots play a significant part in my identity and therefore I am forever bonded to my roots.

One mission, working with police

B | EDITOR
Y | REBECCA QUILLIAM



When the country's Covid settings shifted to a mix of Alert Level 3 and 4 recently, police from around Aotearoa were required to patrol borders north and south of Tāmaki Makaurau.

In order to get police staff to the southern border to support their colleagues at checkpoints the Air Force was happy to supply a C-130 Hercules to help them out.

New Zealand Police Assistant Commissioner Richard Chambers said the Covid experience for everyone had been challenging and, for police staff, it was different to the traditional policing experience on the front line.

“When we experienced this latest lockdown, there were police staff around the country who were keen to contribute to the border effort, which was a significant contribution of police staff around the clock.”

Police were needed at the boundary separating Auckland from Waikato, so a C-130 crew set about picking up 32 officers from Otago to Manawatu to transport them to Hamilton.

“The flight picked up police staff from the Southern, Canterbury, Tasman, Wellington Districts and our training service centre,” Assistant Commissioner Chambers said.

“Defence played a significant part in us being able to get staff to the checkpoints seamlessly. It took the pressure off logistics for our first contingent.”

With the Defence Force creating that opportunity, it reflected the good relationship between the two organisations, he said.

“We also appreciate the Defence Force’s understanding of our operating environment and how time-critical things were and how important it was to get police staff from around the country to support our colleagues in Tāmaki Makaurau.”

Assistant Commissioner Chambers said the flight was “quite an experience”, because many officers hadn’t travelled on a C-130 before.



"I went up to Base Ohakea to see them come through. As the plane arrived and taxied in, my police colleagues were taking photos and facetimeing their children to show them the aircraft they were about to travel in and talking with them about being away from home for a while looking after checkpoints in the north.

"I thought that was rather poignant, because what it said to me was that, working on a checkpoint is not the most exciting thing for them to be doing in the police, but for the Defence Force to allow us to travel on a Hercules, it created memories for staff and their families that was a little bit different," he said.

"And when I spoke with Defence Force staff at Ohakea and those inside the Hercules they were so obliging, professional and caring in terms of making sure our staff travelling on the aircraft – particularly those who hadn't travelled that way before knew what to expect."

Assistant Commissioner Chambers also had the opportunity to visit some checkpoints during this latest lockdown and observed Police and Defence staff working together.

"I saw them engaging with members of the public and working through some pretty challenging issues that they confronted at the border.

"It demonstrates the close relationship between our organisations, but also an appreciation of what we are trying to do – keep our country and people safe. Our organisations have one mission – to keep people's safety and wellbeing front of mind," he said.

"It was just so good seeing the Defence Force working alongside NZ Police in that operational environment so seamlessly and for that we are really grateful."

"We're obviously very grateful for the support from Defence and it made it a lot easier for us to make things happen fast."

**– Assistant Commissioner
Richard Chambers**



Pronounced safety focus for pilots

To mark te wiki o te reo Māori, Te Tauaarangi o Aotearoa (the Royal New Zealand Air Force) and Te Mana Rererangi Tūmatanui o Aotearoa (the Civil Aviation Authority) have banded together to encourage all pilots to pronounce Māori place names correctly in their radio calls to one another.

“There is a safety element in making sure everyone understands where a pilot is when they broadcast a position at low level,” said Wing Commander (WGCDR) Tim Costley, Commanding Officer of the Air Force’s Flying Training Wing, which trains all new military aircrew.

“In New Zealand aviation we have ‘visual reporting points’ which are prominent geographical points or places that pilots use to let other pilots know exactly where they are when flying at low level. This helps pilots to build a picture in their mind of other traffic so they can avoid each other safely,” he said.

“If we don’t understand where a pilot is because they use a different pronunciation, or a local abbreviation that most pilots won’t recognise, it can lead to confusion in the air, which ultimately can jeopardise safety.

“This can be a problem. I remember flying around New Zealand hearing pilots report being at ‘Bob’s shed’ or ‘the green barn’ and not knowing how close they were to me. The same issue can arise in te reo Māori,” WGCDR Costley said.

“Ultimately we just need to know the position of every aircraft that could be near us in the sky. Confusion could be disastrous. Safety underpins everything we do. Setting the same high standards in the use of te reo Māori as we do in other flight safety procedures is another step in meeting that responsibility.”

The Civil Aviation Authority’s *Vector* magazine reported an anecdote where a pilot was flying near Queenstown and at the time was new to the area.

“I’d done all the necessary preflight planning and felt like I’d anticipated and planned for all likely scenarios. But as I approached ZQN, I began to hear local traffic refer to the Kaworror River. I didn’t know the name and was worried I’d got a bit lost.

“I started to quickly consult my charts – crucially, taking me away from lookout. It was only after someone radioed that I was ‘passing over it now’ that I realised the locals were referring to the Kawarau River.”

The magazine also spoke with students and long-time pilots who said the same thing – it’s sometimes hard to know where an aircraft is if the pilot is using their own interpretation of a te reo Māori visual reporting point.

“‘Locals will argue that ‘it’s always been said this way’ and, like colloquial VRPs, it works well for them. But the itinerant pilots – even those who’ve carried out the best flight planning – have no clue. And a mystified itinerant pilot is not conducive to safety,” the magazine said.

“If we don’t understand where a pilot is because they use a different pronunciation, or a local abbreviation that most pilots won’t recognise, it can lead to confusion in the air, which ultimately can jeopardise safety.”

- Wing Commander Tim Costley

Meeting the challenge of Covid-19

B | AIR FORCE MUSEUM OF NEW ZEALAND
Y | MICHELLE SIM



While somewhat removed from the front line of the NZDF's Covid-19 response, our service museums have not been immune to the impact of the global pandemic.



Flexibility, creativity and proactivity have all been key attributes employed by the Air Force Museum team as we've worked to address fluctuating visitor numbers and a drop in crucial revenue streams since Covid-19 first arrived in New Zealand.

When we emerged from the first nationwide lockdown in May 2020, we had little idea what the immediate future would hold for the Museum. Having attracted over 152,000 visitors in the previous financial year, approximately a third of whom were international tourists, we were steeling ourselves for a significant decrease, accompanied by a corresponding drop in income.

The Museum is a charitable trust, operated in partnership between the Defence Force and RNZAF Museum Trust Board. The Defence Force covers operational costs such as infrastructure, facilities, utilities, and a significant portion of staff salaries, while the Trust Board own the collection and have governance responsibility for the Museum.

They are also responsible for generating funds to be reinvested in the Museum's core outputs – in short, helping ensure our Air Force's history is preserved and stories shared in the context of an accessible, world class visitor attraction. This additional revenue funds the Museum's free admission and education programmes, as well as supporting aircraft conservation projects and collections care, exhibitions, and other visitor experiences.



A large portion of this self-generated income comes from venue hire for corporate functions and events, as well as sales from the Museum Shop and public donations; all of which have taken a hit from Covid-related restrictions.

In response to this, the team met the challenge with new domestically-focused marketing campaigns, community initiatives, in-house small venue hire operations, and shop sale strategies.

The effects of this proactive approach were evident when we ended the 2020/21 financial year having drawn 151,046 visitors to the Museum (just 1,600 less than our highest ever total), and an additional 80,898 corporate visitors to the site.

The job is by no means done, however, as our crucial income streams continue to be far from certain. One way you can help support us and the work we do to preserve and share the Air Force's history is by making a purchase from our shop, either in store or online.

With Christmas fast approaching, you'll find plenty of aviation-themed gift ideas from books to clothing, badges and patches, toys and more. This year our team have released an exclusive, limited edition t-shirt, designed in-house to reflect the Air Force's current fleet, as a complement to the 'AFM Collection' design, which represents the historic aircraft in our collection.



ORDER YOURS ONLINE!

The Museum Shop is taking pre-orders for this 'Current Fleet' t-shirt now, for delivery before Christmas. Show your support for your Air Force, while also helping your Museum! Available now at: www.airforcemuseum.co.nz/shop.

LEFT

(L-R) F/S Andrea McNabb,
MAJ Kiely Pepper, Paulette Doctor,
Robert Graham

RIGHT

(L-R) F/S Andrea McNabb,
MAJ Kiely Pepper,
Paulette Doctor

Invictus athletes unite against cancer

B | SENIOR COMMUNICATIONS ADVISOR
Y | LUCY HANDFORD

The Invictus Games may have been delayed due to Covid-19, but that hasn't stopped four Defence Force athletes from joining forces in support of a cause that carries personal significance for each of them. While the athletes come from different ranks and Services, they have something in common: cancer.



When Paulette “Doc” Doctor (Navy), Major (MAJ) Kiely Pepper (Army) and Robert “Tiny” Graham (Army), learnt that their Invictus team-mate Flight Sergeant (F/S) Andrea McNabb, was going to lose her hair due to the aggressive chemotherapy treatment she is undergoing, the trio decided to shave their heads in an act of solidarity and support, while also raising funds for the Missing Wingman Trust.

In 2016, F/S McNabb was diagnosed with a rare ‘one in a million’ adrenal cancer. She underwent surgery to remove a 10cm tumour and was given the all clear until June 2018 when she found out that the cancer had returned. At the end of last year, F/S McNabb was given a new prognosis: the cancer was terminal.

She is currently undergoing aggressive chemotherapy treatment to prolong her life so she can spend as much time as possible with her husband Rob, their six children and their two grandsons.

F/S McNabb, who joined the Air Force twenty years ago, said she was quite taken aback when she heard about MAJ Pepper, Tiny and Doc’s plans to shave their hair off.

The genesis of the idea came from Tiny, who has spent 27 years in uniform and almost nine years as a civilian in Operational Logistics Support. With a history of bowel cancer in his family, Tiny decided to get his head shaved when he learnt that Andrea was about to lose her hair.

Tiny said that shaving his head and moustache was the easy part, it was more about the gesture and letting “Nabbs” as he affectionately calls her, know she is never alone in her journey.

“Despite her condition and ongoing treatment, Nabbs continues to be a beacon of strength for our whole Invictus whānau. Internally she could be battling, but this seems to encourage her more to make the most of all opportunities and situations and see the best in everything, especially her iwi whānau,” he said.



MAJ Pepper and Doc soon followed suit. MAJ Pepper, who joined the Army in 1996 as an Education Officer, and is now a Logistics Officer, says it's possible that Invictus Games members share a similar dark sense of humour when it comes to facing challenges and adversity. She also experienced losing her hair when she underwent chemotherapy treatment for breast cancer in 2015. But this time, MAJ Pepper explains, she had a choice.

"Losing your hair can make you feel and look quite different and it's uncomfortable when people, whether you know them or not, do a double-take when they notice your lack of hair.

"Now, when I look in the mirror I am reminded of Andrea's health. My appearance has also sparked discussion, and that's good, it means we're raising awareness about the mental and physical health of people who are fighting cancer," she said.

Able Communications Warfare Specialist, Doc, who has served in the Navy for over 22 years, had her own fight with cancer in 2008 and 2013. She said the decision to stand in solidarity with F/S McNabb was easy to make.

"We all need strength when we reach a point we struggle to overcome. Having those around us to be able to show their support in such a visual way can be hugely empowering for the fighter. I'm a firm believer in giving when I can for the greater reason and if that can enable just one other person to become that empowering force that is worth it on any given day," she said.

So far, the group has raised \$1,307.50 for the Missing Wingman's Trust. But the story doesn't end there, F/S McNabb's longtime friend and colleague in the Air Force, F/S Sandi Cooper is shaving her hair too. The money she raises on her Givealittle fundraising page will go directly to F/S McNabb so she can spend time in Rarotonga with her family. To find out more, search for: "McNabb's Memory Making Mission" on the Givealittle website.

"I didn't expect it from them, or anyone to cut their hair. I appreciate how they eased me into the idea that I was going to lose my hair and what I could potentially look like. It really is a very selfless act on their behalf which tells me I must mean something to them."

- Flight Sergeant McNabb



Defence HUMINT: An Airman's Story

B | INTELLIGENCE
Y | SPECIALIST*

I'd heard of Human Intelligence (HUMINT), but only through rumours. A place where experience counts more than rank. A job split between overseas deployments and down-time back in New Zealand.

After applying to do the assessment, I searched the intranet to see what I'd be in for but found nothing. It is a well-kept secret between those who've gone through the process and don't want to spoil the experience for the next intake.

Looking back now, the assessment was a lot of fun but at the time I felt like a kite in a storm, my attention grabbed from every direction by the staff who piled on instructions without giving feedback as to how you were doing. Somehow, I made it to the end of the week and was astounded to learn I'd been 'deemed suitable for further training'.

Fast forward eighteen months, I found myself in Trentham with eleven strangers in a rough-looking fenced-in compound containing empty office rooms and a windowless shipping container that looked uncomfortably like an interrogation centre. Thankfully that's where the resemblance ended.

Defence Source Operations (DSO1) is a course like no other. Frustrating, empowering, emotional and immensely rewarding. I was guided through 15 weeks of awkward meetings, complex tradecraft planning, late night map studying, and precise report writing by one of the NZDF's most experienced HUMINT operators whom I now work alongside.

Breathing a huge sigh of relief, I passed the course and was posted to 1 (NZ) MI Coy and immediately sent to a MIQF. Okay, it wasn't the most glamorous introduction to the intelligence trade, but since then it's been exciting, rewarding, and I've quickly got up to speed.

While we're still a long way from where we want to be, it's a privilege to help build the foundations and culture of one of the Defence Force's most niche and globally relevant capabilities.

The Defence Source Operations Assessment (DSOA) is the gateway for all Military personnel interested to pursuing a path to the NZDF Defence Human Intelligence (HUMINT) capability. To find out more about being part of NZDF Defence HUMINT, visit the Defence Intelligence Intranet site – <http://org/sci/LP/DDI.aspx>

*Cannot be named for security reasons

Interoperability – Air Forces in Concert



B | SQUADRON LEADER
Y | ROD FORTUNE

The Deputy Chief of Air Force, Air Commodore (AIRCDRE) Ian Mower, recently hosted a meeting to conclude a one-year period as the Chair of the (Five Eyes) Air Force Interoperability Council (aka AFIC) in his role as the New Zealand AFIC National Director.

ABOVE

L-R SQNLDR Rod Fortune, AIRCDRE Ian Mower, AIRCDRE Wendy Blyth, WGCDR Brady Cummins

The US National Director will chair AFIC for the next 12 months. The meeting was planned to be held in New Zealand, but Covid-induced border settings made that impractical – well, except for the Australian delegation of Air Commodore Wendy Blyth and Wing Commander Brady Cummins who successfully utilised the Trans-Tasman ‘bubble’ to get to, and from, Wellington.

AIRCDRE Mower noted to the other National Directors that “...for New Zealand, interoperability is no longer an option, it is an essential and indispensable element of the new capabilities the Air Force is bringing into service”.

The work of AFIC over more than 50 years has been to produce Air Standards (AIR STDS) and Information Publications (INFO PUBS) that all of the participant Air Forces can rely on. The National Directors determine where the focus should lie, and Working Groups with representatives from each nation get on with the work of refining existing documents, or creating new documents.

Where possible, AIR STDS are validated on exercises to ensure they meet the need for contemporary military air operations.

For example, New Zealand contributed strongly to the development of an Air Standard for Container Delivery System (CDS) procedures for C-17, C-130 and A-400M aircraft across AFIC nations. This AIR STD was then validated on Exercise Mobility Guardian in 2019.

Co-operation between AFIC members provides other benefits too – the Airworthiness Working Group completed mutual recognition work that enabled the RNZAF to ‘design accept’ both the P-8A and C-130J by leveraging the hard work of the UK and Canada respectively. The estimated time saved in certification effort was approximately 10 staff-years for each platform.

FIND OUT MORE

To find out more about AFIC, or hunt down an AIR STD or INFO PUB, visit <http://org/airstaff/ASICPages/ASICHome.aspx> or contact SQNLDR Rod Fortune at AFIC.NPM@nzdf.mil.nz

Thanks to our deployed personnel

The Covid pandemic has shown no signs of slowing down and New Zealand has not been able to halt the most recent variant, Delta, from working its way into our communities. However, the Air Force has maintained a high level of activity, while working within health restrictions, in order to fulfill its duties to the Government.

The biggest commitment to a mission since last year has been deploying personnel to the Managed Isolation Facilities (MIFs). This important role has meant the Air Force and its sibling Services, have maintained its primary role of helping to protect the country. The enemy has not been traditional, but an invisible virus, able to transmit easily within the population. It may not have been what personnel imagined themselves signing up for, but it is amongst one of the most important deployments to date.

Alongside the MIF work, squadrons have continued a busy pace – among which are flights from No. 40 Squadron to Afghanistan, as well as to Antarctica for its summer season, transporting scientists, personnel and equipment to the ice. No. 5 Squadron has sent a P-3 to a major international exercise in Singapore as well as continuing its maritime operations in the Pacific. No. 6 Squadron is also participating in the Singapore exercise, as well as embarking a Seasprite on HMNZS Wellington for training. No. 3 Squadron has been working alongside NZ Police on search and rescue training ahead of the busy tramping season. And personnel from Base Auckland jumped to help during recent flooding.

Thank you to the committed Air Force personnel who have carried out these essential tasks and have dedicated themselves to our country's security.



File photos

Notices

ROYAL NEW ZEALAND NAVY

Mine Warfare and Clearance Diving Trade Selection Course 22–26 Nov 2021

Nominations Close – 1 Nov 21

NZDF officers and enlisted personnel are wanted now

If you are disciplined, motivated, fit and smart then we can offer you variety, challenge and professional satisfaction through a career as a Royal New Zealand Navy Diver.

POC and to apply simply email: dive.recruit@nzdf.mil.nz;

For additional information on a career as a NZ Naval Diver:

<https://www.defencecareers.mil.nz/navy/careers/browse-roles/diver>

Vintage Calendar Coming Soon



Coming soon, a beautiful calendar just in time for Christmas with iconic photography.

Proceeds to be donated to the Missing Wingman Trust. Details in the November Air Force News.



Headspace App is here. Stress less.

Headspace can help you better respond to and reduce stress in as little as 10 days.

Free for all NZDF Regular Force, NZDF Reservist and Civilian staff until 02 May 2022. Visit the Defence Health Intranet to get started.







B | CORPORAL
Y | SEAN SPIVEY

This image was taken at the disused Talley's factory in Ashburton. No. 3 Squadron's NH90s were dropping off the combat corps training soldiers into the location as part of Exercise Urban Warrior – the urban training phase of their course.

I had been dropped off on the top prior to this one and seeing how much dirt was kicking up, knew it was worth hanging around for!

THE NEXT SELECTION FOR THE

1 NZSAS REGT

FEBRUARY 2022

NOMINATIONS OPEN
27 SEPT 2021
AND CLOSE
26 NOV 2021

For more information
or to download your
application, please
visit the NZSOF
Intranet site:

<http://org/nzsof/LP/Recruiting.aspx>