

# AIR FORCE NEWS

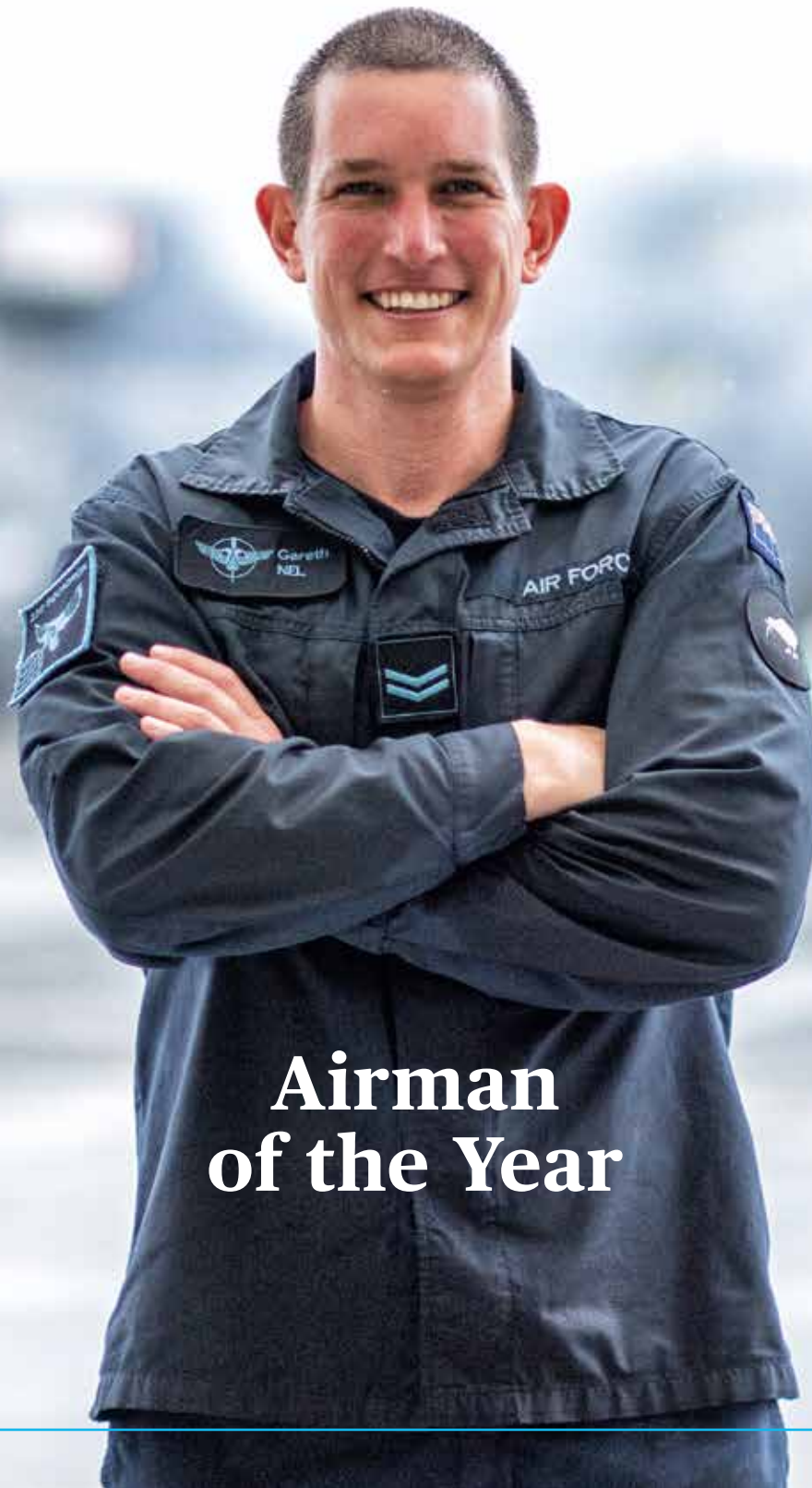
Smooth sailing in  
counter-terrorism  
exercise

Enforcing  
UN  
sanctions

NH90  
reaches  
milestone

#242

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**Airman  
of the Year**

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#### OUR MISSION

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

#### OUR VISION

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

#### COVER:

Airman of the Year

#### PHOTOGRAPHER:

SGT Maria Eves



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NZAirForce



NZDefenceForce



Te Kāwanatanga o Aotearoa  
New Zealand Government

# First Word



**B** | CHIEF OF AIR FORCE  
**Y** | ANDREW CLARK

**“Someone once suggested to me that air forces were the original tech startup. That’s an interesting spin on history. It’s certainly true that innovation and agility were vital from day one.”**

**I**t’s traditional in the final First Word of the year to reflect on the year behind us and to cast ahead to the next.

As I think about that, it’s that C word – that virus – that seems to overshadow everything. But I am going to avoid using that word at all here and instead mention some other words that provide a better picture of the year: uncertainty, disruption, replanning, flexibility, adaptation. I should also mention these: frustration, patience, commitment, sacrifice, support.

Most in the RNZAF will identify with some or all of these words this year. Work life and personal life has been harder. So more than anything I want to acknowledge the extra effort and commitment that everyone has invested. That effort has meant that we have been able to continue to deliver in tougher conditions for New Zealanders.

Most visibly, there was our commitment to Op Protect and Auckland border checkpoints. We took people from all units across the RNZAF to meet these high priority commitments. We also closed whole units for periods. I want to thank everyone who contributed. It shows what we can do when extraordinary situations call for it.

We also delivered important operations within our normal swim lane of military aviation. We responded very quickly to the Afghan evacuation – an impressive achievement.

We also deployed to operations in support of the UN in the North Pacific, we resupplied the Deep South, we supported the South Pacific with supplies, vaccinations, and resource protection, and we searched and rescued throughout our region. At home we patrolled, transported and rescued. Our responses to the Canterbury floods warrant special mention.

Someone once suggested to me that Air Forces were the original tech startup. That’s an interesting spin on history. It’s certainly true that innovation and agility were vital from day one. These traits should be central to our DNA, but we need to work to keep it fresh. We have to keep thinking ahead, be ready and hedge for uncertainty. We need to grow the environment to challenge and offer ideas at all levels.

As our country moves into its next phase in managing the pandemic, we will focus more on our core business, catching up on training and readiness. We haven’t stopped building our future. The arrival of our first P-8A is only a year away.

Through the holiday period and into 2022 we will need to remain agile and ready in an uncertain environment. To all of those who are committed to our operations over the break, and to everyone deployed overseas and at home planning and replanning your personal lives, thank you for your ongoing commitment and for demonstrating in a very personal way what flexibility looks like.



## Enforcing UN sanctions

**A No. 5 Squadron P-3K2 Orion has returned from its deployment in support of United Nations Security Council (UNSC) sanctions on North Korea.**

**I**t is likely to be the final P-3K2 deployed on this type of mission before the P-8A Poseidons join the Air Force fleet and take over the maritime surveillance missions.

The North Korea sanction resolutions, adopted unanimously by the UNSC between 2006 and 2017, aim to persuade North Korea to denuclearise and abandon its ballistic missile capabilities.

“Aotearoa New Zealand is committed to supporting the maintenance of peace and security on the Korean Peninsula,” Foreign Affairs Minister Nanaia Mahuta said.

“Our deployments are part of ongoing international efforts to fully implement United Nations Security Council resolutions. They support the goal of the complete, verifiable, and irreversible denuclearisation of North Korea.”

The deployment was the fifth, following deployments in April 2021, October 2020, October 2019 and September 2018.

Defence Minister Peeni Henare said the P-3K2 deployment helped detect and deter actions that directly contravened United Nations Security Council sanctions on North Korea, such as ship-to-ship transfers of illicit material at sea.

“New Zealand also had the opportunity to work in close coordination with a number of like-minded partners through these continued efforts.”

The aircraft operated out of Kadena Air Base in Japan and conducted maritime air patrols over international waters in North Asia last month.

The P-3K2 is a long-range maritime patrol aircraft and one of its primary tasks is conducting maritime surveillance. The aircrew is highly trained and the aircraft is well-suited to undertaking patrols that detect and deter North Korean sanctions evasion.

The patrols identified and monitored vessels of interest and gathered information on UNSC sanctions breaches.



## Rescue in the ranges

**B** | EDITOR  
**Y** | REBECCA QUILLIAM

**In the early evening and in low cloud, an NH90 crew recently rescued a tramper who became too unwell to walk out of the Tararua Ranges by herself.**

**T**he woman had called for help after falling ill overnight while staying in the Dracophyllum Hut. A Palmerston North rescue helicopter was tasked to fly in two LandSAR members to assess her.

However, low cloud and high wind gusts prevented the civil helicopter from getting to the ridgeline, so they dropped the rescue team about 3km west of the location to make their way to the tramper.

NH90 pilot Flight Lieutenant (FLT) Tom McDowell said No. 3 Squadron had been given a heads-up they might be needed to collect the woman and rescuers as the tramper was exhausted and unable to walk out of the area.

“At that point we didn’t think we would be able to get to the location because it was in cloud, but we stayed on stand-by.”

By late afternoon the weather had improved slightly with the ridgeline in and out of cloud cover, he said.

“We were airborne just after 6pm – we thought if conditions were right when we arrived, there was a good chance we could help out. Sure enough, the whole ridgeline was in cloud, but there was a small opening near the hut and we were able to pop in there and pick them all up.”

The crew had planned on winching everyone into the helicopter, however, there was a space large enough for them to hover load, which made the rescue run much smoother, FLT McDowell said.

“It was fortunate because it meant we were able to pick them up and be away in a couple of minutes, rather than taking longer winching people in and risk cloud rolling in.

“We flew her back to a sports field in Levin and it looked like her family were there to meet her. Once she got off, she faced the helicopter and covered her face and burst into tears – she seemed pretty happy to be home and elated to see her family.”

The medium-sized multi-role NH90 helicopter is large enough to take groups of searchers and equipment, has winching equipment on board, and its size and power mean it can be called on for search and rescue operations in remote areas and rough weather.



# Smooth sailing for counter-terrorism exercise

WORDS  
REBECCA QUILLIAM

PHOTOGRAPHY  
CORPORAL NAOMI JAMES

Ferry passengers on board the Aratere InterIslander were treated to an unusual Cook Strait crossing recently as No. 3 Squadron and NZ Police used the vessel for counter-terrorism training. It was quite a show.



**Waters were calm and winds were still as three NH90 helicopters arrived in formation. Two of the aircraft approached the Aratere and 12 armed Special Tactics Group officers swiftly fast-roped onto the deck. They were joined by a Wellington Free Ambulance medic, who was winched on board.**

**T**he NZ Police launch, Lady Elizabeth and its dive squad trailed the ferry and the InterIslander firefighters took the chance to test their processes in case of an accident.

It was the first time since the Iroquois that No. 3 Squadron had been involved in this type of training with the ferry.

The scenario for the marine counter-terrorism training was a domestic violence situation where a husband was threatening his wife and other passengers with a knife.


It's a scenario all too common in New Zealand and conceivable it could erupt on the ferry in the middle of the Cook Strait, NZ Police Operations Support manager Inspector Freda Grace said.

"Regardless of the scenario, police need to be well prepared to be able to respond to it in a timely, professional and safe manner."

This type of training is very important and these opportunities to train in the maritime environment don't present themselves often. It is something police need to consider as part of their overall operational environment, Inspector Grace said.







**“I think because of the interaction with the helicopters and with so many moving parts it’s important to be able to see that we can put all those parts together and we can come up with the right result. That doesn’t happen with any one agency working on its own.”**

*- Inspector Freda Grace*



**“The reason we were so close was because the lower you get, the less risk there is for either someone falling or the wind blowing or bending the rope. The deck the officers were fast-roping onto didn’t have any safety railing around it, so we didn’t want them landing close to the edge and falling off it.”**

**- Flight Lieutenant Andrew Stewart**

“It’s important that we train the skills that the officers may need to use.”

It was “incredibly helpful” to be able to use the InterIslander ferry for the training, she said.

“To have that kind of cooperation, it’s so important to have different training environments. For them to be so positive to be involved in this kind of training, while they are operating a service, that’s just so helpful. It highlights great relationship with our communities.”

It was a good opportunity for InterIslander staff to be able to talk with police about what would happen if a major threat was to present itself during a sailing, Inspector Grace said.

“We definitely wanted it to be a two-way partnership during these types of exercises. The great thing about working together is everyone getting some value from it.

“I think because of the interaction with the helicopters and with so many moving parts it’s important to be able to see that we can put all those parts together and we can come up with the right result. And that doesn’t happen with any one agency working on its own.”

NH90 pilot Flight Lieutenant (FLTLT) Andrew Stewart said in the past for that type of exercise, they had used either Royal New Zealand Navy ships or container vessels. The ferry offered a different experience with about 100 passengers on board able to see much of the action.

“There were heaps gathered on the bow of the ship where they were allowed to stand.”

During the training the ferry’s captain kept the passengers informed of what was happening with the exercise.





Fast-roping onto the large vessel wasn't a huge challenge as it was more stable than smaller ships, FLTTLT Stewart said.

"It doesn't pitch and roll like some of the smaller Navy OPVs (offshore patrol vessels) that can move around quite a bit, which makes it harder for us. But our main concerns with the ferry are obstacles, like the mast.

"You've got to take it nice and slowly and make sure you don't catch any wires, cables or radio antennas. It's always good to fly around different vessels to gain an understanding of different ones."

The helicopters hovered about 20 or 30 feet above the deck, FLTTLT Stewart said.

"The reason we were so close was because the lower you get, the less risk there is for either someone falling or the wind blowing or bending the rope. The deck the officers were fast-roping onto didn't have any safety railing around it, so we didn't want them landing close to the edge and falling off it."



The exercise spanned two days and the second day the crew had to contend with choppy seas and winds reaching 35 knots.

Working with police was important, with constant cases of violence reported, he said.

"It will be just a matter of time before we are needed to attend one of those scenes with police. There's no reason why it couldn't take place on a ferry."

It was a good opportunity for the ferry staff as well to see Aratere's winching point being used by the large military helicopter, he said.

"It was great how hospitable KiwiRail were for the exercise to take place. We couldn't have done the training without them and the police obviously as well."

The exercise means our combat-capable squadron can continue to contribute to both peace and security on deployments.

**LEFT**

NZ Police launch the Lady Elizabeth following the Aratere

**MIDDLE**

An NH90 flying the NZ Police STG team to the Aratere

**RIGHT**

The NZ Police STG team and a medic on board the Aratere after fast-roping onto the deck from the NH90





# Airman of the Year

B | EDITOR  
Y | REBECCA QUILLIAM

## A passion for his job, leading him to go above and beyond, has led to Corporal (CPL) Gareth Nel being named this year's Airman of the Year.

**T**he citation for the award said CPL Nel was chosen for his initiative and specialist contribution to operations, constant pursuit of excellence, and for being a positive role model.

"It's pretty surreal," he said.

The recognition comes during challenging times for not just the military, but the world as the pandemic continues its spread around the globe, but CPL Nel took the situation in his stride.

"I'll just have to take it as it comes I suppose. It's pretty obvious we're going to have to be super-flexible in the current Covid-climate because, while there are plans in place it just depends on the Covid situation to see what goes ahead."

Growing up on a farm in Zimbabwe, CPL Nel left with his family during the tumultuous years when the Mugabe government implemented a controversial land reform programme that saw land taken from farmers.

"I grew up on a farm and went to a good school. I actually went to school with Robert Mugabe's son. But when the unrest happened, we left and never looked back."

Arriving in New Zealand at the formative age of 16, he and his family settled in Auckland's Torbay and he started high school. However the sharp culture change meant he never settled into study, so at 17, he left to join the Army.

"My whole family has a huge military history and served during World War II and in the Rhodesian Bush War. So it seemed natural to join the military here."

However, because at that stage he hadn't been a New Zealand citizen for five years, a career as a signaller, which was his preference, was not an option for him to pursue. So he left the military for 10 years before returning, this time to the Air Force.

"In that time I did some odd jobs and went to University and completed a computer science degree and got my citizenship. In my last year of study I looked at the military careers page and saw military intelligence in the Air Force was an option, and specifically electronic warfare and that sounded pretty good to me."

His Air Force career got off to an exciting start, with postings overseas.

Once back in New Zealand, CPL Nel worked on the desktop trainer for the NH90 electronic warfare suite, which resulted in him winning a Royal Aeronautical Society award.

He is also studying towards a master's degree in the artificial intelligence domain as part of the AUT counter-UAS (unmanned aerial system) programme. This is an area of increasing interest to the Defence Force.

Additionally, he developed a user-friendly fuel planning application to assist No. 3 Squadron with long-range flights, reducing pre-flight workloads, which can be critical in search and rescue missions.

His most recent deployment was on Operation Whio where he was based in Japan and working with the No. 5 Squadron aircrew, flying patrols over the waters around North Korea monitoring UN sanctions against the country.

"I was stoked about the deployment, it was my first time on that operation. It's especially exciting because it's probably the final P-3K2 deployment."

The 35-year-old said his career so far had been better than he could have imagined and if he was to give advice to himself at age 16, he said it was all about being passionate about your career.

"It's why I do more, because I'm passionate about the role. If you do that, the opportunities will come. To 16-year-old me, I'd say don't treat it as a job, treat it as a passion and you will go somewhere."

**"They promised me travel and they certainly delivered on that. Early on the courses I needed to go on were all in Australia, so I spent a significant amount of time in Adelaide. Later I was deployed to the Middle East - I thoroughly enjoyed that."**

## Safety Person of the Year

**The Air Attaché at the New Zealand Embassy in Washington, Wing Commander (WGCDR) Graham Streatfield, has been named New Zealand Defence Force Safety Person of the Year.**



**T**he award recognises his contribution to the health and safety of all Defence Force personnel and their families in the United States during the Covid-19 pandemic.

When the pandemic began, Defence Force staff were spread across 11 states, with varying levels of community transmission and differing responses from state and local officials to contend with. The pandemic necessitated a co-ordinated emergency plan, which needed to be enacted rapidly – a plan that also needed to be responsive to the rapidly changing nature of the virus and the corresponding impact on the community.

WGCDR Streatfield was able to distil a great deal of information into believable communication, plan strategies, and provide advice and decisions based on science and data. The knowledge and advice he provided directly influenced the Defence Force tools that were put in place to ensure the safety and wellbeing of personnel. His commitment throughout was unwavering, the citation said.

“Covid-19 swept across America in waves, starting in New York in April 2020, reaching Florida in June 2020, then the Midwest by September, followed by a massive wave of infection after Thanksgiving in November,” WGCDR Streatfield said.

“Very early on it became apparent that communicating advice to Defence Force personnel and their families was going to be paramount. The situation was complicated by the sheer number of agencies across the country involved in managing the response – Federal, State, county and city bodies all had responsibilities, and of course the guidance from the Defence Force also applied.

“When it came to the vaccine, we couldn’t get it from home because of the difficulty in acquiring and transporting it, so we had to source it locally. Between February and April of this year, we went from being at the bottom of the list for access to the vaccine to it being easily available at almost any pharmacy. As the circumstances changed I was able to keep our people abreast of their options; where to go, what vaccine type to get, how to travel safely, and so on.”

Aside from regular reporting up and down the command chain, WGCDR Streatfield developed and oversaw travel risk management, sourced and distributed PPE when in short supply, and influenced temporary changes to policy. He took a proactive approach that enabled a needs-based response. Crucially, he delivered surety during challenging times.

The Judging Panel noted he went above and beyond what would normally have been expected of him during unique circumstances, while exemplifying the Defence Force values of Courage, Commitment, Comradeship and Integrity.



## NH90 milestone

**B** | EDITOR  
**Y** | REBECCA QUILLIAM

**Our NH90 helicopter 3302 is the first in the world of its type to reach 2000 flying hours.**

**PHOTO**  
No. 3 Squadron maintenance crew with NH90 3302 after it completed 2000 flying hours

**O**ur high serviceability rates allow us to fly more hours per aircraft than any other nation and is enabled by our maintenance, logistics and engineering teams.

No. 3 Squadron's Maintenance Flight Commander, Squadron Leader (SQNLDR) Jamie Wallace said they were the global fleet leader – flying more hours per aircraft than any other fleet in the world.

“Two thousand flying hours is a milestone and it was good to be able to celebrate maintenance success.”

The reason the squadron's helicopters fly more hours per month than anyone else is because of the amount of time the aircraft are serviceable, he said.

“For us it's an opportunity to recognise the efforts of the team on the ground across logistics, our planning teams, the maintainers and our engineers. All that consolidated effort enables us to extract a whole lot of flying out of a very small fleet.”

For every hour of flight, there is about 15 hours of maintenance on the ground, which is less than other nations, SQNLDR Wallace said.

“It's a very complicated maintenance programme, and a significant amount of effort is invested in carefully planning to ensure that servicings are aligned to minimise the burden and maximise availability. Planning and collaboration is key.”

Alongside all the maintenance, the team has produced its own corrosion prevention and control programme, which means they spend less time dealing with corrosion issues.

“We have an excellent deeper maintenance team, which does one of the fastest 600-hour servicings in the world. They have built a special sequencing tool that sequences the thousands of tasks involved avoiding significant repetition. Our line maintenance teams also do an excellent job with the routine maintenance activity and defect rectification. We are proud of the quality of our technicians.

“We also maintain a very close relationship with the NH90 manufacturers. When we have defects or problems, we have one of their representatives on site, essentially as part of our team, who can contact the right people immediately,” he said.

“Our supply team spends a lot of time forecasting to try to anticipate parts shortages and problems and prepare for that.”

These efforts ensure that the squadron is always ready to deliver military helicopter operations for New Zealand such as disaster relief, counter-terrorism, battlefield support and search and rescue, SQNLDR Wallace said.

# Feet on the ground

BY EDITOR  
REBECCA QUILLIAM



**In this issue we shine the spotlight on the Safety and Surface trade, in particular, the technical training. It's the first in a series highlighting our ground crews – the backbone of the Air Force.**

**S**afety and Surface incorporates a range of skills and this month a group of six will have mastered the final one before being posted into one of the roles. They have been studying the craft of aircraft painting, which is a highly technical skill, vital for the upkeep of our aircraft fleets.

"We teach them about removing coatings, inspecting and preparing surfaces and then applying protective coatings. Jobs can vary from small components to whole aircraft," Safety and Surface instructor Sergeant (SGT) Scott Ackroyd said.

"It's a far more in-depth and technical process than most people think. It's painting to specifications, so coatings need to be applied at a certain thickness and to certain gloss levels. It comes down to an understanding of those principles and how paint helps prevent corrosion.

"The main aim is to keep aircraft in the air as long as possible by preventing corrosion. The second aim is to have well-presented aircraft marked with our unique markings, such as the RNZAF kiwi roundel."

The course had been challenging, with the latest Covid lockdowns extending it by a month, SGT Ackroyd said.

"We've got students from Auckland and they can't go home and see their partners or family and that's been challenging."

Following graduation of the course, the team will be posted to the paint shops, safety equipment or parachute sections, where they will work on their craft and master it.

"What's next on the cards is they will go from Aircraftman to Leading Aircraftman and looked at as experienced technicians," SGT Ackroyd said.

Aircraftman (AC) Lucy Regan said she was drawn to the diversity of the trade.

"You could be packing a parachute one day or packing a life raft, or sewing, you could be painting an aircraft – it's a lot of different things.

"It's been interesting learning the different techniques in painting. We're painting, but we're also paint stripping, we're putting decals on. It's not as easy as I thought," she said.

#### PHOTOS

The Safety and Surface students mastering the paint trade





“Next, I’ll be posted back into the paint shop as soon as we finish the course. I’m able to work fewer hours so I can spend time with my two daughters. This is a great advantage as it allows me to balance both being a mum and spending quality time with my girls - and it enables me to achieve my career goals and ambitions.”

AC Donna Martin had felt the effects of the Covid lockdown, unable to visit her partner or sister in Auckland.

“My partner works at No. 40 Squadron and he did come down for work, but we weren’t even allowed to give each other a hug because of the restrictions.”

She was encouraged to join the trade because of the diversity of its personnel.

“I feel like the people make the job easier. I felt comfortable with who I was working with, so I felt like I was starting to grow in the work department as well. I was comfortable to ask questions and push myself more knowing I had a good team behind me. Definitely the people drew me to the trade,” she said.

After graduating, AC Martin will be posted to Auckland into the parachute bay.

“So I’ll be packing parachutes – which I enjoy. It’s really physical. I’m looking forward to settling in there and getting to understand my bay that I’ve been posted to.”

AC Nani Koro was nervous at the start of the course, because she had no knowledge of what the process was regarding aircraft painting.

“But it’s been good having an instructor who really knows what he’s talking about and people who work in the environment also help us if they see us struggling. So it’s comforting to know there are people we can ask.

“There are a lot of variables we need to think of in terms of safety, it’s not just slapping on paint. We’ve got to think about the temperature of the paint before it’s mixed. Have we mixed up the paint with the right ratios, have we tested to make sure it’s not too runny or thick.”

AC Koro is being posted to the paint shop after graduation.

“I’m looking forward to consolidating what I’ve learned and putting into practice what I’ve learned throughout the course and just get better at my job every day.”

**“I came to the base and a family member took me around to the trades. At Safety and Surface I saw people who were the same age, gender and ethnicity as me. When I went to Auckland and saw the trade, it was the exact same thing wherever I went. I wasn’t by myself, I wasn’t the only girl or the only Māori girl anywhere I went.”**

*- Aircraftman Donna Martin*

# A visit to the States

B | PERSONAL STAFF OFFICER TO CHIEF OF AIR FORCE  
Y | SQUADRON LEADER KARINA CHIPMAN



**Four days after the Delta variant was detected in New Zealand and our country went into lockdown, the Chief of Air Force (CAF) Air Vice-Marshal Andrew Clark was due to depart for the United States.**

**H**e attended Key Leader engagements and Chiefs' conferences and caught up with the team who will be the first to fly and be instructors for our new P-8A Poseidon aircraft. It was his first opportunity in 18 months to meet with his international counterparts in person.

With some disrupted travel plans, (including a three-hour wait in a bus shelter – it's not always Koru lounge privileges for CAF!) we were finally underway and made it to Jacksonville, Florida to meet with the NZ P-8A Personnel Exchange Program team and whanau.

A visit to United States Navy VP 30 Squadron included a briefing with the Commanding Officer, a look through the P-8A and a demonstration with the Kiwi crew in the Flight Station Simulator and the Weapons Training Centre (back-end SIM for the P-8A). CAF's tactical coordinator days submarine hunting came flooding back and you could see the sparkle in his eye, wishing he could be back in the hot seat.

The highlight of the Jacksonville visit was a barbecue with all of the families, which included an opportunity to present Squadron Leader Ben Woodhouse with his Armed Forces Award. It was a great opportunity to chat with them all and hear about their experiences living in a country where they have had to adapt to living with Covid widely spread across their community and the United States.

Next up was the Space Symposium and Space Chiefs Conference in Colorado Springs. This was a packed three-day engagement with many companies and like-minded military chiefs. The Space Chiefs' conference was the first held since the creation of the United States Space Force, attended by 23 different nations' space chiefs.

The next part of the trip was a visit to Boeing in Seattle. The visit included a discussion about the specific New Zealand P-8A programme, a tour through the mission systems installation hangar, and a tour through the 737 and P-8A production line.



Our frames are not due on the production line until early next year, but CAF took great delight in stepping on board the almost complete Royal Air Force (RAF) P-8 before their chief had. (There may have been a cheeky signed photo of CAF standing beside it passed onto the RAF Chief.)

The last part of the trip was to Joint Base Pearl Harbor-Hickham for the Pacific Air Chiefs Symposium, where the Warrant Officer of the Air Force, Warrant Officer Toni Tate joined us. This was a great opportunity for CAF to reconnect with the Chiefs from all across the Indo-Pacific region. The week included a full-day humanitarian aid and disaster relief table top exercise, panels on regional security, air domain awareness, and numerous bi-lateral and multi-lateral engagements. CAF concluded his US trip with a visit to US Coast Guard District 14, which is currently transitioning their fleet of C-130H to C-130J. It was a useful visit, to relate on a similar scale and hear about their capability transition journey.

Overall a very worthwhile two-week trip. Knowing we had the two weeks in a managed isolation facility on return, we ensured CAF had a full schedule to optimise his time away from the office. It was a strange feeling travelling internationally, attending conferences with thousands of people all wearing masks, and Covid just very much part of their day-to-day lives. But it also highlighted the importance of face-to-face engagement, to build and maintain relationships with our most important military partners.

And finally, a shout out to the managed isolation staff and the Army personnel who were running the facility in Christchurch. It was great to see the professionalism in which they carried out their duty, and to also get an appreciation for the entire MIQ process and the commitment our people have shown to Op Protect.



**LEFT**  
CAF with all the Kiwi crew and families in Jacksonville

**MIDDLE**  
(L-R) P-8A Logistics Acquisition Manager WGCDR Chris Pearn, SQNLDR Karina Chipman, CAF, Air Attaché WGCDR Graham Streatfield and P-8A Engineering acquisition Manager, SQNLDR Phil Ziesler, at the Boeing factory

**RIGHT**  
CAF presents SQNLDR Ben Woodhouse with his Armed Forces Award

# Reflecting on being WOAF

B | WARRANT OFFICER  
Y | TONI TATE



**The position of Warrant Officer of the Air Force (WOAF) is special. As a Senior Non-Commissioned Officer (SNCO), I always wanted to be a Warrant Officer. I wanted to represent people in a positive way, to influence leaders and be part of change that will make an impact and improve our Air Force.**

It has been a privilege to represent you, our Air Force people, as your Senior Enlisted Leader. To achieve this appointment is a career highlight and I am especially proud to have balanced raising my two sons, who I am incredibly proud of, while being able to accomplish a successful Air Force career. There have been sacrifice and challenges along with wonderful opportunities and a sense of achievement.

People and culture are at the core of the WOAF role. It is a role of influence, one that listens, connects, builds and maintains relationships and one that takes action. The past four years have raced by and I have kept my foot on the accelerator right to the end. I am passionate about continuous learning and professional development and this has been a focus. As sponsor of promotion courses and recruit training, I have been eager to influence the best quality training for our people. Project Mana Tangata provided the vehicle for improvements and as a result, all courses have been refreshed. When I have visited the courses, I have been thankful for course members to be open and straightforward, to tell it like it is.

The power of connecting through networks is well known. I was pleased to sponsor a leadership conference series: Warrant Officer Conference (2018), Junior Leaders Forum (2019) and the SNCO Leadership Forum (2021). This was a way I could give something tangible to our enlisted cadre and get them in front of senior leadership. All conferences had a common theme: informing Air Force current priorities and command intent, discussing challenges and opportunities, and providing tools and skills to navigate them. The valuable networking these conferences provided also created new cohorts of people to bounce off and develop peer mentors.

I believe in the strength of a diverse and inclusive workforce. Diversity of thought benefits planning and contributes to operational effectiveness. Inclusion enables people to feel accepted and empowered to work together for common goals. In 2018, we developed the Air Force Creed, a belief statement that describes what it means to be an Airman, binds us together and acknowledges our sense of duty and shared purpose. What is great about the creed is that it was developed by you, for you.

In 2019, we introduced the facial hair policy, quite a culture change but very well received and a huge boost to morale. Despite the fact that I can't grow facial hair, this has been a highlight!

Connecting through relationships and engaging with people has been very rewarding. Visits with Air Cadets, accompanying our Invictus whanau to both Toronto and Sydney Invictus Games, award ceremonies and parades celebrating success, Base visits, international engagement and of course our exceptional recipients of "Airman of the Year". I wish to specially mention the recipients I have worked alongside: Carlin O'Neill, Kim Gilbert, Reiner Angelo and Dennis Tommy. They have great character, demonstrate competence and have been an inspiration to me.

I have a lot to be grateful for, it is worth pausing and considering this as we don't always invest in reflection time and appreciate what we have. I am thankful for this fulfilling opportunity, I have thoroughly enjoyed being the current custodian of the WOAF role and will treasure this experience always.

# The path to Logistics Commander (Air)

**B** | GROUP CAPTAIN  
**Y** | SUSIE BARNES

**I joined the Air Force straight from Taihape College on my 18th birthday. The disciplined and structured lifestyle appealed, having been brought up by a solo mother with a ‘work hard’ mind-set.**



**A**t that time, the most appealing part of an Air Force career was the free education on offer, through the NZ Certificate Trainee scheme. As I have enjoyed the variety of roles on offer through the Air Force the educational opportunities have continued.

I joined to gain a National Certificate in Business Studies and many years later I achieved a Master's in Engineering. Along the way, I have also participated in the Global Women's Breakthrough Leaders Programme and most recently the OnBoard 2020 Programme.

Looking back on my career pathway, there are a few highlights. The diverse employment opportunities (in New Zealand, deployed on operations and internationally), world class training options, development and networking through sport, the rewards of hard work and commitment and an organisation that genuinely supports work/family balance. These highlights underpin a career that has kept me challenged, excited, engaged and motivated towards further contribution in my next role as Logistics Commander (Air).

I was also posted to the NZ Defence Support team in London, as the NZDF Logistics Adviser.

On reflection, the three-year posting in the UK was also a positive experience for my whānau. I was lucky enough to have my husband (Shaun) and children (Bryahna and Trae) supporting me.

In 2017, I deployed as the Senior National Officer in the Middle East for Op Troy. Our team looked after all Defence Force personnel deploying in/out of the region. Sadly, the six-month deployment was cut short, with a phone call from my husband advising that he had been diagnosed with an aggressive form of cancer, one month into my deployment.

With my world turned upside down, I spent the next 10 months focussing on my husband's treatment and supporting our whānau through his cancer journey. The Air Force was incredibly supportive over this time, I will always be grateful for the genuine and practical way this was offered. When we lost Shaun to cancer, my children lost an incredible Dad and me, my soul mate. However, the lessons we gained along the way, still weave through my fabric of being today, underpinning who I am as a mum, female in the military and authentic leader.

At this stage in my career, my biggest thrill is around giving back. I do this through mentoring and coaching, and the development of my subordinates. I am so lucky and grateful to be working with an exceptional bunch of people.

In parallel, it is important to have interests outside of the workplace. For me, this is normally an audacious fitness goal/event that focusses my training and more recently reinvigorating my Te Reo Māori learning journey.

As I look ahead to my next role the transformational change associated with modern aircraft platforms is unprecedented. The future Air Force logistics workforce will be driven by information, supported by modern technology, integrated with commercial partners and networked with international allies.

As such, my focus for the next few years will be to lead the logistics workforce through this change, in a manner that is empowering, encourages curiosity and leverages off an innovative and agile approach to change. The future of the Air Force and, indeed the Defence Force is bright. The path towards this is one I feel privileged to be on, with the broader Air Force logistics team in support.

E hara taku toa i te toa takitahi,  
He toa takitini.

My strength is not as an individual,  
But as a collective.

## From school to the skies

B | EDITOR  
Y | REBECCA QUILLIAM

**Taking part in the Air Force's School to Skies programme showed Pilot Officer Ali McKain that being part of the military is nothing like the movies.**



**T**he 21-year-old has recently graduated the Air Force's Wings course as a pilot. It was a career she never imagined taking on.

"I was very apprehensive applying to become a pilot, there was a lot of self-doubt. I never in a million years thought I was going to make it and I was very intimidated by the challenge of Wings course," she said.

"It was my dad who convinced me to take the shot because he said I wouldn't want to spend the rest of my life wondering if I could have. He more or less told me to stop being a wuss and put my name down."

But it was the School to Skies programme that helped Pilot Officer (PLTOFF) McKain understand what life would be like in the Air Force.

"I didn't have a huge insight into what defence life was like – my expectations had been strung together watching gung-ho American war movies, where the gallant war heroes who were depicted, far from represented me. I have always been a bit of a nerd, super-uncoordinated and not at all athletic. I thought I would never fit in," she said.

"When I went to School to Skies and met a great range of airmen I realised they were just normal people. There was a hugely diverse range of individuals who found a role to suit them and a way that they could showcase their strengths and work with their passions.

"I wanted to do something different and exciting that would push me and this definitely ticked all those boxes. Joining the Air Force forced me outside of my comfort zone, which was challenging and at the time I didn't always love it, but it has truly been the most incredible experience. My advice to everyone is do something that scares you, you will never stagnate."

PLTOFF McKain will now be training in the A109 helicopters at No. 3 Squadron, which was also her father's influence.

"The whole idea of being a pilot started because of my dad. He came back from a hunting trip in the South Island where he was flown into the Alps by a young female pilot. He thought that was pretty cool and said, 'That could be you! You should learn to fly choppers and then you can drop me in to go hunting'."

PLTOFF McKain is looking forward to the search and rescue missions, which are "potentially life changing for people".

"No. 3 Squadron get to do some awesome flying. I am absolutely fizzing to operate in the mountains and see more of our beautiful country," she said.

# Long road to becoming a pilot

B | EDITOR  
Y | REBECCA QUILLIAM

**Pilot Officer Wiri Ironside-Mateparae had some obstacles in his path to becoming a pilot.**



**H**owever, his determination to fly won through as he passed the Air Force's challenging Wings course and had his wings presented to him at a ceremony at Base Ohakea recently.

After growing up in Christchurch, Pilot Officer (PLTOFF) Ironside-Mateparae joined the New Zealand Army. He stayed for a few years before his eyes started looking to the sky and he began thinking about a career change.

"I initially talked with a recruiter, who gave me some advice around how challenging it was to become a pilot and what I needed to do before applying," he said.

"I had only done half a degree at that point, so he said I had to finish my degree, do some travel and fly a plane or helicopter for an hour or so to see if I'm still interested."

So over four years PLTOFF Ironside-Mateparae started ticking those things off.

"I finished my degree and I met my current wife and we travelled to London and around Europe for a year. Then I came back and worked in insurance and flew a helicopter for half an hour.

"I did those things because I still had the idea of becoming a pilot in mind. But I also gave insurance a go to see if working in the corporate world is something I wanted to do, but the draw of becoming a pilot was too strong."

Being presented with his wings was momentous and a huge achievement, he said.

During his training PLTOFF Ironside-Mateparae developed a preference to fly helicopters with No. 3 Squadron, so was thrilled when he was chosen to continue with the rotary section.

"I'm really excited to get that going."

There were a few factors that made the squadron an attractive option, including the search and rescue work, PLTOFF Ironside-Mateparae said.

"But the flying itself is appealing – I like the idea of flying in confined spaces and flying close to the terrain and around different environments, whether it's around the Tararua ranges, Waiouru or around the South Island.

"We did some low-level and mountain flying with the Texan during the course and it was some of my favourite flying."



## Afghanistan through the lens

**B** | NZDF PHOTOGRAPHER  
**Y** | SERGEANT MARIA EVES

**I found out I was being deployed to Afghanistan on the mission to rescue evacuees three days before I boarded a flight to the Middle East.**

**I**n that short period I experienced a rollercoaster ride of emotions. Excitement, fear, doubt, sadness, exhilaration, pride to name a few. Having seen the situation in Afghanistan unfolding on television, the chaos on the airfield, and people hanging off planes, travelling there was a terrifying thought.

My flight landed in Dubai on a hot, dark morning. Our group, jetlagged and trying to keep our eyes open, navigated our way out of the airport and onto the bus to Al Minhad Air Base. As soon as the bus pulled up at Kiwi Lines within the base it was all go. The Army (SAS) troops moved around the base with purpose, getting kitted up, and their weapons ready to go and on an Australian C-17, flying straight into Afghanistan.

At Kiwi Lines, the team made preparations to evacuate New Zealanders and approved foreign nationals from Afghanistan. We didn't know how many opportunities our aircraft would get to fly into Afghanistan, so I knew I had to be on that first flight if I wanted to get any photos at all.

It was an early flight and as I boarded the C-130 I was handed my rifle and crammed into the webbed seats. All the emotions and fears I felt previously had vanished. I felt prepared and calm as I anticipated our arrival into Kabul.

As we got close I climbed up to the flight deck and watched from behind the pilots as we approached Kabul. The landscape was breath-taking. We flew high up over a craggy mountain range, before diving down, making our approach and landing on the airfield.

The airport was full of grey, military aircraft, with orderly rows of people boarding each one. It all seemed surprisingly orderly. I couldn't hear or see any conflict, and the only people I could see around the airport were in queues.

We parked up right outside the terminal. With the engines still running, the ramp slowly lowered. Immediately a 4x4 raced up to the back of the ramp and loaded some supplies off the aircraft for the team on the ground. Next a ute pulled up, and the medical team helped lift an elderly lady in a wheelchair up the ramp, onto the aircraft.





I stepped out of the aircraft with the loadmaster and stood to the side photographing everything that was happening. By now, a row of people, led by one of our Female Engagement Team were approaching the aircraft – families, children, babies and the elderly.

Passengers filed onto the plane and were directed by the loadmaster to sit in rows on the floor. It all happened so fast, I felt like we were only on the ground for 10 minutes.

I was seated on the side of the aircraft, in front of all the passengers. At my feet was one of the happiest little boys I had ever seen. He had a huge toothless grin on his face for the whole flight. Everyone on board was immaculately dressed, in what looked like their best clothes. And that's when it hit me, this was all they had. All their possessions now fit into a small bag, and whatever they were wearing. Everything else they had to leave behind.

Despite the loud hum from the aircraft engines, it seemed very peaceful on the aircraft. Two sisters rested their heads on each other's shoulders, young couples held hands and fell asleep on each other.

They all looked so peaceful. In that moment I was just so happy that we had rescued these people from the chaos in Afghanistan.

After a long flight, the aircraft jolted as we touched down in Dubai. The passengers stepped out into the glaring sunlight, smiling and shaking hands with the crew. They were escorted into the Evacuation Handling Centre, where they had their documents checked, and provided medical attention before being given a place to stay.

When I visited one of the accommodation camps, people were lining up for a meal, playing football, and socialising. I was surprised at the number of people who approached me, gesturing that they would like me to take their photo. I was happy I could do something to add a little joy to their day.

When the time came for the evacuees to travel to New Zealand on a charter flight it was heart-warming to see the number of Defence Force staff volunteer to help the passengers have a good send off.

Our C-130 pilot handed out food and held little babies, the navigator helped collect rubbish and load people's bags onto pallets, others played with the children and the sound of laughter echoed throughout the terminal.

I spoke with many of the passengers who were happy to be safe, but sad about everything and everyone they had left behind. One young girl in a beautiful teal dress and red scarf stopped in front of me and stared into my eyes. "I love your eyes," she said. "They are blue." She pointed to my camera and asked if we could have a photo together. One of the few photos of me during the whole operation.

It was an operation in which we really made a difference in people's lives. I have never been so proud to be a New Zealander. Being part of this operation is something I will remember forever.

**LEFT**  
SGT Maria Eves with a little Afghan girl

**RIGHT**  
SGT Maria Eves (right) at Kiwi Lines

# A view to space

B | FLIGHT SERGEANT  
Y | DAVE CRESSWELL

**The space domain is akin to a power grid, vastly complex and necessary in most facets of daily life. When the power goes out right on dinner time, you begin to realise how important electricity is, and appreciate how complex the entire power grid is in ensuring your household runs smoothly.**

**T**he space domain is not just ingrained into our daily life, but is heavily embedded into most facets of military operations. Communication, positioning, navigation and timing such as GPS, and imagery are some uses of the space domain as an enabler to Air Force squadrons and Defence Force units. A disruption in the space domain can cause disorder to a cell phone network, cause aircraft to operate in a degraded state or units to default to using business continuity plans to maintain operations.

The space domain is a critical enabler to the Air Force and its operational outputs. Today, aircraft operators use the space domain to operate efficiently and effectively. Current use of the space domain is demonstrated during Operation Antarctica where the C-130 Hercules relies on data collected from satellites for weather modelling to carry out mission planning and forecasting.

Communications on board the aircraft are provided by satellites, through the SATCOM Network; the aircraft internal Navigation system is assisted by the GPS Constellation and its trilateration and timing to provide accurate flight management while the aircraft flies to and from the ice continent.

The space domain is also used in other Air Force outputs, including search and rescue and humanitarian aid and disaster relief. Use of the satellites provides communication assistance, navigation and imagery, allowing our aircraft to be more effective in supporting those in need.

New Zealand is growing in the space domain. The NZ Space Agency was formed in 2016 following the advancement of commercial space operators. These developments have turned New Zealand into one of the few countries in the world that are considered to have a space capability. This comes with the responsibility to ensure the New Zealand interests in space are maintained and protected.

The NZDF Space Program was created to facilitate the integration of space domain awareness and space capability into the Defence Force. It educates the force, growing subject matter experts, enabling and integrating space systems in the military, and developing doctrine and policy for space in the Defence Force. The Space Program continues to build and maintain the working relationships and networks between Defence Force units and agencies, foreign militaries, as well as government, academic, and commercial sectors in the space industry in New Zealand.

In August the NZDF Space Program ran a Space 100: Introduction to the Space Environment and Space Systems course, which covered orbital mechanics, spacecraft design, launch component and the space environment. The intensive course is designed as a building block to Space 150: Space Systems Introduction course and Space 200: Space Operations Planning course, which are designed around the use and management of space operations.

The course is made up of a range of personnel from different services, ranks and trades, building a cohort of space-minded people who can use the knowledge from the courses in their units and provide support to the programme.

“Space course was a great way to expand my knowledge in the space industry and engage with professionals on the subject. I thoroughly enjoyed the opportunity to learn more about future innovation and how it can be of use to the Defence Force,” Flight Lieutenant Mikaela Christian said.

The programme and its cohort of service personnel has already been used to provide advice and support to non-government organisations, provide support to the Defence Technology Agency and liaise with our coalition partners.

The NZDF Space Program runs courses throughout the year. For more information check the NZDF Space Program DDMS page (search Space Capability Training Management).

# A very Air Force Christmas

B | AIR FORCE MUSEUM OF NEW ZEALAND  
Y | LOUISA HORMANN, ARCHIVES TECHNICIAN,



**As we head into another festive season, it's a good time to reflect on the long tradition of celebrating Christmas in our Air Force, even in the darkest of times and far away from home. This is a small selection of stories from the archives of the RNZAF Museum, reflecting some of the experiences of service personnel and their families at this special time of year, in times gone by.**

## Party Time at Wigram, 1938

Children's Christmas parties have long been a highlight for Air Force families. The first Christmas party for the children of officers and airmen at RNZAF Wigram was held on 17 December 1938. The Unit History records:

*Children's Christmas party held for the first time in barracks. All married officers and airmen's children attended with their parents. After games and tea, during which time "Father Christmas" (impersonated by the Commanding Officer) spoke to the children by means of wireless telephone from the Oxford aircraft in which he had taken off from the aerodrome. The children were taken over to the flying field in lorries and the aircraft with Father Christmas and his pilot landed – after the reception the whole party returned to the barracks where all the children received presents from the Christmas tree.*

## Pacific celebrations, 1943

In keeping with military tradition, Christmas Day meals for No. 1 Fighter Maintenance Unit (14 Squadron) at Espiritu Santo were served to airmen by the officers. After "pistols, parachute flares and rifle fire going all night" on Christmas Eve, LAC Gordon Fenwick described in his diary a more cheerful Christmas Day:

*On early morning duty crew. Had swim sports at Turtle Bay in afternoon. A good menu today. Breakfast – bacon and egg. Lunch – tomatoes, lettuce and tongue. Dinner – turkey, cranberry sauce, potatoes, peas, pudding and fruit salad. Also four bottles of beer. Boy, what a shock to the system – the best meal yet and served by the officers and the two nurses who arrived here yesterday.*

**FROM LEFT TO RIGHT**

Group of airmen receiving Christmas dinner, served by Officers, on Bougainville, 1944.

Airmen from No. 41 Squadron opening their 'NZ RSA Forces Christmas Parcel' under the wing of a Bristol Freighter at RAF Changi, Singapore, 1968.

Children going for a ride with Santa Claus at the RNZAF Hobsonville Sergeants' Mess children's Christmas party, 1958.

Christmas menu for No. 14 Squadron RNZAF, stationed at RAF Nicosia in Cyprus, 1952.

### Behind the Wire, 1944

For those Kiwis taken prisoner by the enemy during World War II, Christmas could be an especially lonely and difficult time. Cut off from friends and family and often suffering great physical and mental hardships, there was little to celebrate. Flight Sergeant Bill Allen had been shot down 10 June 1944 and was the only survivor of his Lancaster bomber crew, finding himself a prisoner in German prisoner of war camp Stalag Luft 7 for Christmas 1944. Times were very hard, as he wrote in his diary:

*Well Christmas has been and gone and it was as grim as I expected it to be. The situation reached its worst when we ran out of [Red Cross] parcels and had to exist on German rations; we had fifteen cigarettes to last us two weeks. My greatest disappointment was in not receiving a letter in time for Christmas, in fact up to now I have not received any mail.*

### Turkey Troubles, 1948

For one group of airwomen assigned to duty in London in 1948, a particular Christmas problem arose. Lois Cole related the difficulty for the flatmates in a letter to her parents on Christmas Eve:

*Lillian is very worried about the Christmas dinner. It is her week on cooking and she has no idea how to cook a turkey. Of course, I am not any the wiser but between us all it should be eatable. Lillian's Auntie nearly had a fit when Lil told her that we had a turkey and that none of us had any idea how to cook it.*

Despite this, the turkey proved to be a great success, even with a last-minute hitch:

*The turkey was delicious. Lil and I had a lot of fun stuffing it and sewing him up. Then we found that it was too large for the baking tin that we had. But it was too late to get another so a wee dish was put under the tray to catch the fat as the tail was well over the end. Lil had rather a job basting it but she made a really good job of the dinner and everyone thoroughly enjoyed it. She had roast potatoes, carrots and parsnips, boiled cabbage and green peas (out of a tin). And of course, your plum pudding, plus custard and tinned cream. The other girls did not get their Xmas parcels so it was a good thing that you had put the Xmas pudding in my parcel.*

# Operational Service Medal awarded for service in SE Asia

B | ADVISER MEDALS POLICY  
Y | JACK HAYES

**As announced recently, all Air Force personnel posted to No. 41 Squadron in Singapore for seven days or more between January 31, 1959 and January 31, 1974 will qualify for the award of the New Zealand Operational Service Medal (NZOSM). This will mainly be recognition for the many Air Force ‘non-aircrew’ squadron members who served in Singapore and kept the aircraft flying.**



**M**any air crew members qualified for campaign medals through flights into Thailand, Borneo and Vietnam, but only a relatively small number of ground crew were able to qualify for these awards.

From 1959 all No. 41 Squadron members were posted to Singapore for generally a two-year posting, many with families accompanying them. This was a tour where anyone could be pulled out to recover aircraft that had mechanical or crash damage that needed to be fixed – often in improvised conditions until they could fly the aircraft home to Singapore.

In 1974 when the Commonwealth Forces departed back to the United Kingdom and Australia, No. 41 Squadron remained in support of the newly formed NZ Force SE Asia (NZFORSEA) and included Iroquois and Sioux helicopters. They stayed in Singapore until 1979 when the decision was made to bring them home to Whenuapai as new aircraft came on stream. This period of service does not qualify for the NZOSM award.

The Bristol Freighter – often referred to as “the ugly duckling” or “40,000 rivets flying in close formation” was not a beautiful, nor fast aircraft but it coped really well with the tough tropical flying conditions and earned an excellent reputation for very accurate air supply drops to troops on the ground. It became a very well recognised aircraft for all New Zealand servicemen and their families during this period.

When the Air Force painted the Bristol Freighters in camouflage colours the United States troops in Thailand and Vietnam were convinced they were Air America aircraft on Special Force missions. Many Air Force aircrew played this role to the full.

Air Force veterans who served with No. 41 Squadron in Singapore between January 31, 1959 (the end of the Malayan Emergency) and January 31, 1974 (when NZFORSEA was formed) for seven days or more can apply for the NZOSM if they do not already have it awarded for other service. Families are also encouraged to apply on behalf of deceased Air Force members.

Please download and complete the NZOSM for South East Asia veterans application form, which is on the New Zealand Defence Force Personnel Archives and Medals website – [nzdf.mil.nz/nzdf/medal-and-service-records/medal-applications/](http://nzdf.mil.nz/nzdf/medal-and-service-records/medal-applications/)

# Learning during lockdowns

B | EDITOR  
Y | REBECCA QUILLIAM

**The latest Covid lockdown has inspired a small team of Air Force personnel to create learning packs and online programmes for children to learn about aviation science while at home.**



**T**he learning pack was developed after the team was shown a resource created by a local power company and delivered to South Auckland schools.

“We wondered how we could replicate something that was similar, but with an aviation theme and relate it back to the avionics trade,” Sergeant (SGT) Erin Wilson said.

So the team produced a basic paper circuitry booklet with instructions about why circuits are made, how they are made and then related it back to aircraft lighting systems and airfields.

“It explains those systems and then the kids are able to make a circuit on the paper with copper wire, batteries and lights to create a circuit,” she said.

The packs can be sent around the country, which means the team can reach New Zealand children without needing to travel to them.

SGT Julia Green said the online programme was started during the previous lockdown when schools were closed.

“Then during this lockdown we developed it further with Google classroom. So there is a dedicated classroom and a whole lot of activities that discuss all the different forces with general household items that anyone can get a hold of, and templates they can print themselves. There are also quizzes and YouTube videos and a forum for people to ask questions and get interested in the forces.”

Experiments include understanding drag force by tying and untying rubbish bags to see what effect they have on how fast a person can run with them, how different aircraft templates work, and making a shape of a wing and taking a hairdryer to see the effect of the wind over the aerofoil shape.

“It’s targeted to intermediate-aged children, but anyone can have a go.”

Flight Lieutenant Emma Raven said they were “fizzing” about the opportunity to make the pack and online learning available.

“The biggest thing about lockdown is that the teachers and parents are being challenged, so if we can give them something that’s ready-made and weaving in those science concepts, it’s going to be that much more engaging for the kids to have something they can do and experiment with.”

The team is now developing a third learning opportunity for children with a hands-on maintenance focus on tool control, understanding what tools do different jobs and how they can be related back to the Air Force.

All information can be found on the Air Force’s School to Skies website: [www.rnzaf.schooltoskies.co.nz](http://www.rnzaf.schooltoskies.co.nz)

# Career Management – Performance, Promotion and Development

In our first article last month we presented the PDR cycle below as a tool to enable you to stay on top of your game in terms of communicating about your performance and the performance of those reporting to you. In this article, we're starting at the start and focussing on the yellow box, the start of the PDR Cycle.

## PERFORMANCE EXPECTATIONS AND DEVELOPMENT GOALS

Take time at the start of the PDR period to set expectations and development goals, review Promotion Advisory Board feedback and consider additional participants (e.g. OIC Sports Club, PMC etc.). It pays dividends at the end. It's the basis on which to provide feedback, celebrate success and hold others to account.

Set expectations and goals together as you need to understand each other's perspectives, needs and aspirations to get where you want to go.

Ask good questions to get the detail and emotional engagement needed for success!

### Member:

- What does good leadership look like in this role?
- How will I know I've done a good job this PDR period?
- What would you see me doing? Saying?
- What will demonstrate readiness for promotion?

### 1Up:

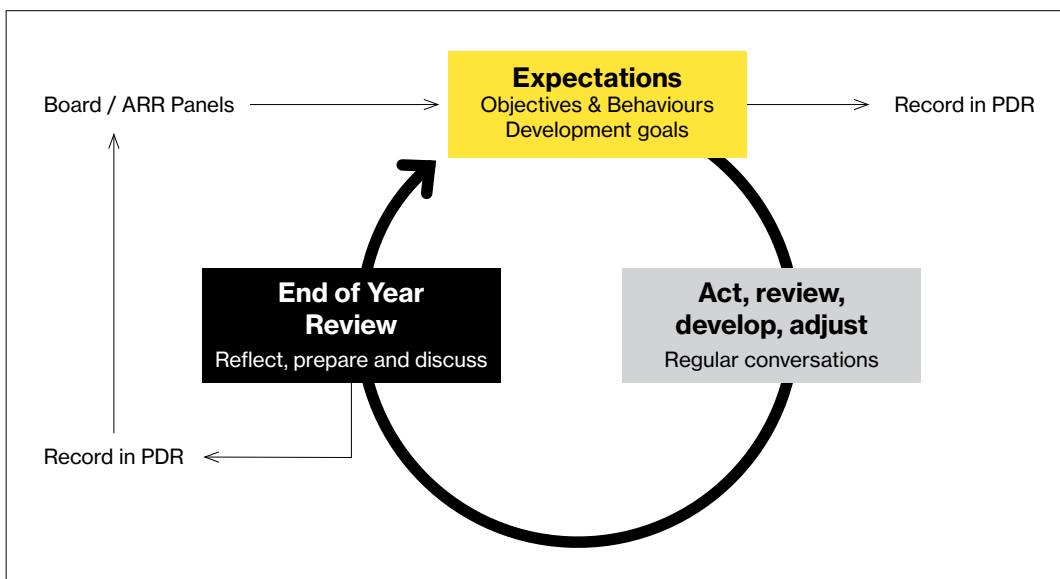
- What do you want to achieve this reporting period?
- What are your development needs?
- How can I help you get there?

Be SMART. Determine 3-4 pivotal objectives and write them in broad but clear terms in your PDR. Consider: what results need to be delivered; who you need to develop and in what way; what kind of leadership you need to display; and, who has best visibility of the different aspects of your performance? Add them in as additional participants.

Share your expectations and development goals with the team/unit. The more people who know where you want to go the more people there are to help you get there!

Set up email folders (both as member and 1up) for PDR comments. Save emails related to completed tasks/objectives and feedback there to find when you need them. Or, record notes directly into PDR3 where the Promotion Advisory Board can see them.

Get into it! Your yellow box discussions should be happening now or very soon in the New Year.





## Notices

### VOLUNTARY EDUCATION STUDY ASSISTANCE (VESA)

#### Semester One, 2022 applications are being accepted

You may submit your request for funding within 90 days of your study start date. Apply online at NZDC, Defence Learning Toolkit VESA Application (e-form)

Applicants should be aware of their responsibilities prior to making an application IAW DFO 3/2016.

Prior to starting the application process, applicants are to:

- Confirm the level of study is right for them with NZDC DLearn
- Advise their 1-UP of their study intentions
- Provide supporting paperwork including study documentation from the official learning provider website (ready to attach to your e-form application)

Contact your local DLearn Adult Learning Tutor who can assist you with your application. If you have any further queries, please email our Tertiary Services & Support Advisor at [nzdclearnvesa@nzdf.mil.nz](mailto:nzdclearnvesa@nzdf.mil.nz)

- POLICY (terms and conditions) SADFO 3/2016 VESA Policy SADFO 3/2016 VESA Policy (terms and conditions)

### RNZAF PROVOST/ RNZAF POLICE REUNION

#### 3–6 March 2022, Blenheim

Any ex or serving member of the above trades welcome. Also a general enquiry; are you aware of anyone who served in the Provost trade from the 1950s through to the mid 1960s, please make contact with us. There is a gap in the RNZAF Provost history that we're interested in finding out about.

Expressions of interest to Colin Waite  
[elephant-tracker@xtra.co.nz](mailto:elephant-tracker@xtra.co.nz)



## Headspace App is here. Sleep soundly.

Sleepcasts, music, and unique audio experiences that help you create the conditions for a more restful night's sleep.

*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 | DILLON ANDERSON**

A flight scheduled right on sunset! That's a no-brainer. I knew it was an opportunity when I saw it in the ship's daily orders. However, while the Seasprite was being set up the sun disappeared behind a layer of cloud, taking my hopes of a dramatic shot with it. There is an element of luck in every decent shot and mine came when the light re-emerged to split the horizon 20 minutes later. I used the flight deck team to frame the shot, drawing attention to the star of the show, the Seasprite.

<b>INTERNATIONAL FLIGHT PLAN</b>					
MESSAGE TYPE --<< ≡ <b>(FPL</b>	7 AIRCRAFT IDENTIFICATION — <b>HOHOHO1</b>	8 FLIGHT RULES — <b>I</b>	TYPE OF FLIGHT <b>MAGIC</b> << ≡		
9 NUMBER — <b>1</b>	TYPE OF AIRCRAFT <b>SLEIGH</b>	WAKE TURBULENCE CAT <b>/ M</b>	10 EQUIPMENT — <b>NAUGHTY AND NICE LIST</b> << ≡		
13 DEPARTURE AERODROME — <b>NORTH POLE</b>		TIME <b>0000</b> << ≡			
15 CRUISING SPEED — <b>9 RP</b>	LEVEL <b>F400</b>	ROUTE → <b>NORTH POLE DIRECT CAPE REINGA TO BLUFF</b>			
TOTAL FLIGHT TIME					
16 DESTINATION — <b>NZ</b>		HR <b>12</b>	MIN <b>00</b>	ALTN AERODROME → <b>NIL</b>	2ND ALTN AERODROME → <b>NIL</b> << ≡
18 OTHER INFORMATION — <b>OPERATOR/CHRISTMAS INC</b>					
<b>REMARK/OPERATING 100 NAUTICAL MILES LEFT AND RIGHT OF TRACK BETWEEN CAPE REINGA AND BLUFF DURING NIGHT HOURS IN THE VICINITY OF GOOD GIRLS AND BOYS</b> )<< ≡					
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)					
19 ENDURANCE — <b>E</b> / HR <b>12</b> MIN <b>00</b>			EMERGENCY RADIO		
SURVIVAL EQUIPMENT → <b>S</b> / POLAR <b>P</b> DESERT <b>D</b> MARITIME <b>M</b> JUNGLE <b>J</b>			ELVES ON BOARD → <b>P</b> / <b>4</b>		
DINGHIES → <b>D</b> / NUMBER <b>1</b> CAPACITY <b>14</b> COVER <b>C</b>			JACKETS → <b>J</b> / LIGHT <b>L</b> FLUORES <b>F</b> UHF <b>U</b> VHF <b>V</b>		
AIRCRAFT COLOUR AND MARKINGS <b>A</b> / <b>RED WITH WHITE TRIM</b>			COLOUR <b>YELLOW</b> << ≡		
REMARKS → <b>N</b> / <b>FLASHING RED BEACON ON NOSE OF AIRCRAFT</b> << ≡					
PILOT IN COMMAND <b>C</b> / <b>CAPT S. CLAU</b> )<< ≡					
FILED BY <b>JOLLY OPERATIONS FLIGHTPLANNING@XMAS.COM</b>			ADDITIONAL REQUIREMENTS <b>SUPPLEMENTARY RATIONS TO INCLUDE MILK, COOKIES AND CARROTS</b>		
					

SEASON'S GREETINGS