

AIR FORCE NEWS

Air Force
supports
Ukraine

Harewood
gateway to
Antarctica

Heritage
flight
takes off

#246

MAY | 22



Parachutes
out at airdrop
training

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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:

Parachutes out for airdrop exercise

PHOTOGRAPHER:

CPL Naomi James



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NZAirForce



NZDefenceForce



Te Kāwanatanga o Aotearoa
New Zealand Government

First Word



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

“Although the threats may look different in today’s environment, our values-based approach continues to serve us well by accepting every challenge with positivity and an outlook that is truly ‘Kiwi’.”

Remembering those who served and our links to previous and contemporary global issues is something that will resonate with all service people as we navigate life’s journey. In April 2022 we farewelled a contingent of Defence Force personnel to support New Zealand’s response to the Ukraine crisis, unveiled our memorial at Base Ohakea to the 2010 Iroquois tragedy, and acknowledged Anzac Day in our own special ways alongside many other personal tributes within our families – all while still navigating the barriers of Covid-19.

Acknowledgement of service and our history is both a collective duty and an individual response. This year I chose to reflect close to home and I became curious about a small war memorial at French Pass, a unique settlement in the North-Western most area of the Marlborough Sounds. On this memorial were names from my wife’s family and also a connection to my home town of Picton. This memorial read like many other small town memorials across New Zealand where Air Force personnel will link to history and family.

Two servicemen that caught my eye were:

Lance Corporal Herbert Te Wherowhero Gardener Elkington, 28th Māori Battalion. A Temporary Lighthouse Keeper at French Pass, Herbert Elkington (Ngāti Koata, Ngāti Kahungunu, Ngāti Toa) of Madsen, D’Urville Island, enlisted 12 August 1940 aged 21. He arrived in Egypt, North Africa, 17 May 1941 as part of D Company, 28th Māori Battalion, 5th Reinforcements 2NZCEF, and is buried in the Enfidaville War Cemetery, Tunisia.

Warrant Officer Lawrence (Buster) Beresford Hamilton Hope, 75 Squadron RNZAF. Buster Hope of French Pass enlisted 9 April 1940 at the RNZAF Station, Levin and was working out of Picton at the time. He served as an air gunner on Lysander aircraft with 2 Squadron in England and in July 1941, he joined 75 (New Zealand) Squadron to fly as a rear gunner in Wellington Bombers. He is buried in the Berlin 1939–1945 War Cemetery in Germany.

The sense of duty held by these servicemen from remote parts of the country led them to take a collective action for others and this is no different to today. They sought challenge and adventure and are the reason we have our freedoms and the enduring commitment to serve our nation. Although the threats may look different in today’s environment, our values-based approach continues to serve us well by accepting every challenge with positivity and an outlook that is truly ‘Kiwi’.

I often reflect on what it means to serve and why we as a defence force are successful in everything we do. I’m always drawn back to our tried-and-true values and this remains the foundations of what I stand upon as WOAF. Our success is achieved through supporting each other. How I support you is through my priorities of influencing positive, inclusive, and respectful workplaces; supporting future capability delivery through teamwork; and developing future leaders. I look forward to engaging with you next time I’m out on base.

Tēnā rawa atu koutou (thank you to all).

WOAF



Supporting Ukraine

A Royal New Zealand Air Force C-130 Hercules and crew have begun transporting donated military aid bound for Ukraine from centres in Europe.

The Hercules left Base Auckland last month with a crew of nine personnel on board. The majority of the approximately 50-strong Air detachment deployed independently to a base in the United Kingdom in advance of the aircraft's arrival, to start the preparations for the movement of donated military aid destined for Ukraine.

Among this group were alternative flying crew, maintenance technicians, and two air load teams, which managed cargo loads for the aircraft. The two air load teams were also able to assist with cargo movements on partner military aircraft.

From its base in the United Kingdom, the Hercules has been flying between third countries in Europe, picking up donated military aid and transporting the cargo to destinations from where the stores could be taken by land into Ukraine.

The movement of donated military aid around Europe was being coordinated by an international coordination centre in Stuttgart, Germany.

The New Zealand Defence Force has deployed a group of eight personnel, including New Zealand Army logistics personnel and Air Force air liaison and air movements personnel, to work as part of the international team coordinating the logistics for donations, matching transport to aid consignments, as well as receiving, packaging, and arranging the onward transportation of military aid into Ukraine.

Defence Force personnel will not be entering Ukraine.

A three-person advance party been based in the United Kingdom, where they facilitated the arrival of the aircraft and assimilation of personnel into the Stuttgart coordination centre, before travelling to Stuttgart themselves.

The deployment of the Hercules, air transportation and logistics personnel was in addition to the deployment of Defence Force intelligence staff to the United Kingdom. As well, an officer was deployed to the UK Permanent Joint Headquarters, and a liaison officer is working at a NATO headquarters in Belgium.



The Defence Force's open source intelligence capability was being utilised to take advantage of time zone differences between New Zealand and the United Kingdom.

A consignment of helmets, body armour, radios and other equipment was earlier flown by military aircraft to Europe and delivered to Ukraine.

Commander Joint Forces New Zealand Rear Admiral Jim Gilmour said this was a significant contribution by the New Zealand Defence Force as part of New Zealand's efforts to support Ukraine's self-defence.

"It's complex and the situation in Ukraine is changing almost daily. With the deployment of our air transport and logistics support, we're working with purpose to get them established in Europe, working alongside our partners, so they can get underway with transporting the large quantities of donated military aid to third countries, and to where it's needed most, Ukraine."



Base Commander Auckland, Group Captain Andy Scott, was at the departure as the aircraft left Base Auckland for Europe.

"We should never underestimate the value we can provide to partners with the contribution of a cargo aircraft and a team of professional, highly motivated service personnel. In situations like this airlift, logistics support and intelligence analysts are always key enablers and we are proud to be able to help," he said.

No. 40 Squadron Commanding Officer Wing Commander Lisa D'Oliveira, said the squadron was excited to have sent a Hercules and detachment to support air transport operations in Europe.

"This provides the opportunity for us to operate in a multi-national environment ensuring donor aid can be made available to support the Ukrainians," she said.

The deployment of the Hercules and Air Force detachment is for up to 60 days, while the logistics team has been deployed for up to 90 days.

"In situations like this airlift, logistics support and intelligence analysts are always key enablers and we are proud to be able to help."

- Group Captain Andy Scott

PHOTOS
Loading a C-130 Hercules with crucial military aid to Ukraine



Heads up at airdrop exercise

WORDS
KIRSTY LAWRENCE

PHOTOGRAPHY
CORPORAL NAOMI JAMES

The skies above Base Ohakea were filled with the unfamiliar sounds of the C-130 Hercules recently, as the crew from Base Auckland made the Manawatu region home for Exercise Skytrain.



LEFT
Loading pallets into the C-130 Hercules

MIDDLE
Sending the loads to the drop zone

RIGHT
Pallets landing at the drop zone at
Raumai Range in Manawatu



The exercise is used by No. 40 Squadron to consolidate skills learnt at Base Auckland and provide the crews with a range of flying training, including coordinating pallet drops into drop zones.

Throughout the exercise No. 40 Squadron practised tactical procedures, including take-offs and landings, as well as low level flying around the country, which then culminated in an airdrop.

Flight Lieutenant (FLTLT) Andrew Sledger, co-pilot of the C-130 Hercules, said they aimed to do this training once a year to qualify crews as well as consolidate skills.

Airdropping was an important skill, as FLTLT Sledger said it allowed them to drop goods into an area where landing wasn't possible.

"Obviously we prefer to take off and land somewhere and offload everything nice and gently, but sometimes it's not possible to go to places where we have nice big runways."

The 2016 Kaikoura earthquake was one situation where they used these skills, with water and other supplies dropped in to residents where access was cut off.

These skills have also been used to spread some Christmas cheer, with an airdrop done one year to drop Christmas presents off to Department of Conservation workers based on Raoul Island.

FLTLT Sledger said this exercise provided a great chance to get together and work with all of their partner companies from other units, including the NZ Army's 5 Movements Company.

5 Movements Company Corporal (CPL) Taanewai Te Uamairangi said they worked with No. 40 Squadron to assist with all the rigging of the loads that needed to be dropped out of the back of the aircraft.

"We can drop water, fuel, anything really."

Loads being rigged correctly was very important, and CPL Te Uamairangi said they took pride in their rigging to make sure when it landed on the ground, it didn't explode.

"We want it to land on the ground, safe and sound."



Their loads could be anywhere from 5,000 pounds, to 30–40,000 pounds.

Due to Covid-19 he said they hadn't been able to do as much training as they would normally like to, so it was good to be able to get out with No. 40 Squadron, and rig up some loads.

"It's good training for all of us."

During the exercise, the teams successfully dropped their heaviest cargo in 10 years. The 17,200lb (7801kg) heavy equipment platform needed four parachutes to have it land safely.

Every element of an airdrop is important, and knowing when and where to drop the load is a key aspect of making sure it hits its intended target.

This is where the navigator steps in, where they will do what is called a calculated air release point, where they take into consideration things like how long the load will take to exit the aircraft, what the parachute type is and how it's going to drift if it's affected by wind.

Flying Officer (FGOFF) Carter Bland, who is training to be a navigator, said he conducted his first airdrop during the exercise.

"It was not too bad for a first time I think."

He was drawn to the Air Force as both his parents were in the service.

"My dad was a navigator and my mum was a flight steward, so I've always heard stories about their time in the Air Force and what they were doing and I just loved every second of those stories and signed up pretty much as soon as I could, and it's pretty much met every expectation."

He said this exercise was really fast paced and things popped up really quickly, and trying to comprehend everything that was happening in the air was always a challenge, especially when threats popped up.

"Obviously we prefer to take off and land somewhere and offload everything nice and gently, but sometimes it's not possible to go to places where we have nice big runways."

-Flight Lieutenant Andrew Sledger

While his role was about making sure the airdrop hit its intended target on time, FGOFF Bland said he also had to factor in fuel management and routes, always taking things into account, especially for emergencies.

"If we need to divert do we have enough fuel, can we actually make it."

FGOFF Bland wanted to become qualified in tactical flying and said the training was good to consolidate the entire role.

"To get out there and do the flying, especially with an instructor who is constantly giving you pointers on how to be better.

"The two weeks of hard work, constantly doing it, really solidifies and cements what kind of skills are being taught here."



Special operations a “team sport”

B | SENIOR COMMUNICATIONS ADVISOR
Y | SIMONE MILLAR

20, 10, 6, 1... the loadmaster's signal to five wetsuit-clad soldiers while the back of the C-130 Hercules drops down over the Hauraki Gulf. The rope is cut and an inflatable Zodiac rolls off while special operators jog off the aircraft, spread star-shaped, to follow the craft to the sea.



Black Wing Trident is just one exercise showcasing the training and capability of the NZDF's land and air forces, aiming to ensure certification of C-130 crews, while dispatching Special Air Service operators and boats onto the surface of the sea.

Five different sub-units with more than 10 different trades, across two services, came together to achieve a collective output.

"Within the regiment we are very fortunate to work with NZDF's major platforms. On this activity No. 40 Squadron was able to parachute us and our boats into the ocean to enable us to go and do our job. Doing things like Black Wing Trident really demonstrate how Special Operations is a team sport.

"To make this activity work it required a significant joint force team. Pilots, navigators, parachute jump instructors, crew, Safety and Surface riggers, movement operators, signalers, engineers, logisticians, SAS and the list goes on," Officer in Charge of A Squadron said.

The exercise practises infiltrating the coast from the sea, while avoiding detection from land, and moving a significant amount of equipment for the tasks ahead.

The aircraft flies south-east to the Drop Zone, with the launch occurring 35 nautical miles off the horizon. More than 2,000 pounds of equipment can be carried by boat.

And while it may seem like a normal day in the office for some, the skill required is second-to-none, with risks that personnel could drift or be injured during the jump, or that equipment could fail, making the accuracy of the Drop Zone and boat rigging essential.

"One of the highlights of this activity for me was seeing the complexity of tasks the Army's 5 Movements team worked through. Their role was not simple by any means, and it was excellent to see the accuracy and skill that went into ensuring the boats were rigged and then dispatched correctly. Every boat was perfect, a testament to the team's skill. They were awesome," says Troop Commander A Squadron.



2nd Lieutenant Zoe Williamson, of 51 AD Troop, 5 Movement Company, experienced the exercise for the first time.

“Exercise Black Wing Trident was my first air drop exercise and it did not disappoint. Six boats were rigged and prepped in two days. A highlight was getting on the RHIBs which took us close to the Drop Zone. Watching the C-130 move into the Drop Zone meant the anxious wait to see if the parachutes would deploy was almost over. Our team’s hard work was rewarded as all six boats dropped successfully. The hospitality we received while working up in Papakura was excellent, an experience I will never forget,” she says.

With Covid-19 interrupting many exercises, this year’s one allowed the units to conduct currency activities in inflatable assault boat airdrop which had not been completed since the Covid-19 pandemic began, setting the scene for more advanced training to happen later in the year.

The exercise will allow units to conduct more advanced training scenarios in the future and will aid in the continued success when working together on operations, TG-6 Movements Operator said.

No day is the same within the NZSAS and operators are always looking at advancing their skills, bringing more learning and training opportunities, and the ability to be highly interoperable with Navy, Army and Air Force units.

“To soldiers, sailors or airmen who are unsure if they could contribute to 1 NZSAS Regt, I’d say all skills and trades contribute to the success of the mission,” Officer in Charge of A Squadron said.

“We really enjoy working with our colleagues in the Air Force as there is a real shared sense of purpose working with operational air units. It’s a lot of fun working with mates across services and seeing how everyone’s contribution makes operations work. We are lucky that this is something we get to do often.”

WANT TO KNOW MORE

If you’re interested in challenging yourself, are highly motivated and have a desire to work within 1 NZSAS Regt, register your interest now by completing an AFNZ 3 found at <http://org/nzsof/LP/NZSAS.aspx> or e-mailing SASRec@nzdf.mil.nz.



Antarctic fuellies – first in, last out

B | CORPORAL
Y | MITCHELL TAYLOR

A team of seven fuel specialists, made up of six Air Force senior aviation fuel specialists and a New Zealand Army petrol operator, made their way to Antarctica for the 2021/22 summer season to offload a combined 8,324,000 U.S gallons (USG) of fuel to last the programme up to 24 months, but that's not all...

The team worked three days of 24-hour tank-to-tank transfers, creating four new six inch and eight inch hose lines to the pier, setting up four inline pump systems to create enough head pressure for the fuel to make the 2.5km journey. We then were ready to receive the first load of fuel.

In first was the Maersk Peary, the main tanker vessel that supplies three grades of fuel to the Antarctic programme totalling approximately 7.617 million USG. This was a three day operation running 24-hours a day involving 40 people and certainly one of the more dangerous operations on the ice.

Next in was the USCGC Polar Star Icebreaker. Thanks to her and her company, the ice was kept at bay for the duration of ship operations over the course of four weeks.



Polar Star was there to be refuelled approximately 439,700 USG over the next two days prior to heading back into the Ross Sea to be on standby should any ships require her assistance in exiting through the ice.

A new and major event followed with the arrival of the New Zealand Navy's HMNZS Aotearoa on her maiden voyage to Antarctica. The professionalism of her crew made it seem like they had been here just yesterday as she smoothly came alongside the pier.

A tribute to their training and hard work over the past 12 months getting her ready for operations. Aotearoa spent the next 48 hours achieving a range of proof of concept operations including offloading 271,000 USG of JP-5 fuel. This was all achieved directly after spending some time supporting our friends in the Pacific region of Tonga.

Once all fuel transfer operations had been completed, the gruelling task of packing up now had to take place including; pigging the lines*, packing up the pumps, under-running and rolling up 1.6km of lay flat hose and final calculations made.

Four Air Force senior aviation fuel specialists elected to stay on to assist the 53 newly arrived NZDF contingent with cargo vessel operations. Normally, cargo vessel operations are first however due to mechanical issues the ship (MV Ocean Giant) was forced to head back to her homeport of Port Hueneme to carry out repairs meaning that all fuel operations were hastily bought forward to ensure the window of overall ship operations, was met.

*A phrase used when a rubber bullet-shaped object is blasted through the hose via compressed air.

BY THE NUMBERS:

MAERSK PEARY

28.4m

litres of AN8 (Diesel) dispensed

378,000

litres of MOGAS (85 Octane petrol) dispensed

USCGC POLAR STAR

1,662m

litres of JP-5 (Jet fuel) loaded

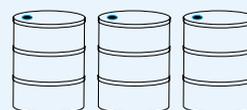
HMNZS AOTEAROA

1,025m

litres JP-5 loaded

TOTAL FUEL TRANSFERRED

31,465m litres





New Zealand's gateway to Antarctica

BY SENIOR PUBLIC AFFAIRS ADVISOR
LUCY HANDFORD

Christchurch is one of only five gateways in the world to Antarctica, along with Cape Town, Hobart, the Punta Arenas and Ushuaia. And it's the Harewood Terminal team (HTT) who work behind the scenes to help make New Zealand's contribution to Operation Antarctica possible.

Through the operation NZDF supports Antarctica NZ, which comprises a range of commitments, including air transport, logistical support to the NZ Antarctic Programme and the bulk of the New Zealand contribution to the NZ/US Joint Logistics Pool (a shared pool of man power, air and sea assets and equipment that enable Antarctic operations in New Zealand, Terra Nova Bay, Scott Base and McMurdo Station).

Based at Christchurch Airport, the 27-strong HTT is situated alongside the Air Movements Christchurch section. However, the team is a completely separate, operationally deployed, tri-service unit. The team moves a wide-range of people and freight travelling under United States, New Zealand, Italian and South Korean Antarctic programmes.

Officer Commanding of the Harewood Terminal Team, Flight Lieutenant (FLTLT) Joshua Ahdar, said the team's support for the operation spans year-round, but constraints caused by daylight hours and workable temperatures in the Antarctic continent means that the demand to move passengers and freight peaks during the Antarctic summer months.

"In the 2021–2022 summer season alone, the team played a key role in more than 100 flights, more than 2,000 passengers and more than 2,000,000 pounds of freight. To meet this demand, eight are Air Force Air Movements staff who post out and deploy for the summer season. They fill subject matter expert, supervisor and management roles," he said.

"The remaining 19 personnel are a tri-service mix of augmentees, who bring a range of skillsets and service diversity. These personnel are provided with job-specific Air Movements training."

Acting Sergeant Alice Smith, posted to HTT for the summer season as an Antarctic Passenger Terminal Supervisor and gets passengers checked in and ready to board.

"When a flight is scheduled, it typically departs at 9am. My colleagues and I begin work at 4am with a weather call. By 4.30am we know if a flight will go ahead or not, and we immediately update the telephone information line for passengers and inform the cargo yard. Depending on the outcome of that call it's either all systems go, or we prepare for the rescheduled date," she said.

The posting had been a positive change in more ways than one, she said.



HTT POSTING INFORMATION

Express an interest in the 2022/23 HTT Season express through command/DCM or contact Christchurch Air Movements for details (airmovch@nzdf.mil.nz). Air Force personnel can apply through the normal 400 system.

“Being in a new role, a new city, and working with a new team took me out of my comfort zone, in a good way. As well as developing skills in my trade, I’ve also made new connections with personnel in the Army and Navy. I’ve gained a lot and am now considering applying for Antarctica this summer,” she said.

Logistics Specialist Corporal Logan Corbishley is a permanent member of Christchurch Air Movements, but was posted to HTT for the summer. He went to Antarctica in February for 21 days to assist with a ship offload. For two weeks he worked 12 hour shifts, noting down every container that came off and onto the ship, ensuring each of the hundreds of containers, containing building supplies and scientific equipment, were accounted for. Once logged onto a computer system they were then transferred to McMurdo Station. He was then given a week to explore parts of Antarctica.

“Initially I wasn’t sure about posting to Antarctica as I’m someone who doesn’t like the cold. But it was an amazing experience both professionally and personally. To see first-hand what it’s like here gave me a good understanding of how our work supports the scientists,” he said.

“Seeing penguins in the wild was amazing. At one point, while we were taking photos they popped up everywhere, they were just 1.5m away from us, that was pretty cool,” he added.

Vacancies for the 2022/23 HTT Season have been recently advertised and FLTLT Ahdar’s message to anyone considering applying is simple: do it.

“It provides a unique opportunity to be involved in an operation on home soil. You get to work with other services and agencies, exercise leadership in small teams, while also playing a key part in climate change research,” he said.

The roles cover all areas of flight facilitation process from cargo handling and preparation, loading and unloading aircraft, driving heavy vehicles to International passenger processing.

Some of the more unique moves by air have included:

- Runway compaction rollers (heaviest item ever airlifted from Christchurch to Ross Island, 87,000 lbs, November 2020)
- The Ranfurly Shield
- A case of Scott’s Whiskey ‘for preservation purposes’
- Former US Secretary of State John Kerry
- Lorde, Gin Wigmore,
- Sir David Attenborough.

SEASON 2021/2022

Destination	Flights	PAX	Freight (lbs)
South	53	1,178	1,655,656
North	53	1,177	409,949
Total	106	2,295	2,065,605

85

YEARS OF SERVICE





Heritage Flight takes off

WORDS
REBECCA QUILLIAM

PHOTOGRAPHY
CORPORAL NAOMI JAMES

New Zealand's military aviation heritage is being honoured with the establishment of the four aircraft-strong Air Force Heritage Flight of New Zealand at Base Ohakea. It will emphasise to New Zealanders, friends and allies of our past shared sacrifice and continued commitment to global security.



The Air Force Heritage Flight of New Zealand currently comprises Harvard NZ1076, Tiger Moth NZ662, Spitfire PV270 and Avenger NZ2518 (“Plonky”), all legendary aircraft.

LEFT & TOP MIDDLE

Behind the scenes at Heritage Flight before flypasts

BOTTOM MIDDLE

The Avenger and two Texans in formation

RIGHT:

The Avenger (front), Spitfire (rear) and two Texans in formation flight
Photo: Gavin Conroy

The Flight marked the Air Force’s 85th anniversary with a series of flypasts over much of the country, spanning two weekends, with the Avenger and Spitfire joining two Texans. The flights proved popular with the public with posts on the Flight’s Facebook page seeing more than 440,000 interactions with people hoping to spot the formation.

Flight Commander, Squadron Leader (SQNLDR) Michael Williams, said the unit hoped to bring a sense of pride, respect and esprit-de-corps to their flying displays, while honouring those who originally flew the aircraft in World War II.

“Through Heritage Flight we can add value for the RNZAF through external engagement both internationally and domestically,” he said.

Heritage Flight aircraft are also tangible reminders to those currently serving in the Defence Force of our values of Courage, Commitment, Comradeship and Integrity; all of which continue to underpin all of what we do.

The Air Force pilots in the Flight are SQNLDRs Williams, Jim Rankin, Paul Stockley, Sean Perrett and Stu Anderson.

The Flight’s Avenger was particularly poignant for the Air Force as it was in the original “Plonky” aircraft that Air Force aircrew were shot down and killed during an operation in the Pacific.

“Relatives of the original crew continue to serve in the modern RNZAF,” SQNLDR Williams said.

The Air Force Heritage Flight benefits the Air Force in four distinct areas, including as a tool for international influence and defence diplomacy, he said.

“It shows our international defence partners how much we value the times we stood together and honours that shared sacrifice.”

It also educates the wider New Zealand public on their military aviation heritage while highlighting the Defence Force as a relevant career option.



“It shows our international defence partners how much we value the times we stood together and honours that shared sacrifice.”

- Squadron Leader Michael Williams

“New Zealand’s military aviation heritage is part of the heritage of all New Zealanders. So we’re grabbing the attention of people who don’t normally think about aviation and out of that flows the idea that maybe they could have a career with the Air Force. The data from the recent Christchurch and Auckland flypasts would suggest that the Heritage Flight is particularly effective at engaging at this level.”

The aircraft demonstrated the Defence Force’s professionalism to the New Zealand aviation community, SQNLDR Williams said.

“It also underscores our current core values – these are machines that Air Force aircrew fought and died in while doing the job, which is the same military focus as what we have today.”

The historic aircraft are a passion for SQNLDR Williams.

“The machines are really visceral so everything, the sounds and smells are much more pronounced than in a modern aircraft. They can be challenging to fly, in particular taking off and landing, but I think the main thing is what they represent: the history.

“Look at the Spitfire, that is a symbol of when New Zealanders stood up for what was right. The RNZAF never flew the Spitfire, but there was a New Zealand squadron in the Royal Air Force that did, so it’s a part of our military aviation heritage.”

SQNLDR Jim Rankin has flown the Avenger for about a decade.

“I can honestly say it’s a huge buzz, it’s an amazing feeling. Every time I fly it, at some point in the flight there is this moment where I can’t believe I’m actually flying a big old World War II bomber and it just seems slightly unreal.

“And when I do it in conjunction with the Spitfire and the Texans and you’re working pretty hard to do a display, it’s quite an amazing feeling.”

When he is flying a display SQNLDR Rankin said the sight of the Avenger doing a simulated torpedo run towards the crowd in the large aircraft was a “spectacular sight”.

“But also something that I regularly feel is how incredibly brave the people were who flew these things in the war, because you’re just a big slow target, you really are. And to take one of these aircraft up against a Japanese carrier or a battleship, I really take my hat off to the people who would fly them.”

The aircraft is a taildragger utilising a tailwheel instead of the more common nose-wheel and reasonably easy to fly, he said.

LEFT
Pilot briefing before the flypast

MIDDLE
Spitfire on the flightline at Base Ohakea

RIGHT
The Avenger, Plonky, waiting for takeoff



“But as taildraggers go, despite the fact that it’s so big and has a lot of inertia and a lot of power, it’s actually not that hard to fly. It’s been very well designed to do the job it does, so it’s a lovely aircraft from a pilot’s point of view to fly.

“It’s a very stable platform, which makes formations with the other guys quite easy. I’m not being thrown around the sky, it is very heavy and it doesn’t move in a hurry.”

However, the aircraft didn’t have the technical advancements pilots enjoy today in the modern aircraft like the Texans.

“It is an old aircraft obviously, so it doesn’t have a lot of the mod-cons. There’s no air conditioning, we don’t use the heating because the heating in those old aircraft relied upon taking air from the exhaust pipe, which is an easy way to get carbon monoxide poisoning, so I just don’t use it.

“It is incredibly noisy in there, I use a noise-cancelling helmet. You’ve got a 2000 horse power engine sitting six feet in front of you, so it’s going to be loud.”

Standing up Heritage Flight was another way of celebrating and commemorating the Air Force’s history and helped to ensure the aircraft would continue to fly in the foreseeable future.

“Part of the buzz is we’re getting to show the public what these aircraft are all about. During the anniversary flight to Christchurch I hopped out to meet some friends who were waiting at the fence. I walked up to say giddyay and there were a couple of hundred people there and I ended up having a chat with them all.

SQNLDR Stu Anderson flies the Harvard to keep up currency and proficiency. During the nationwide flypast he flew one of the Texans and he said going between both old and new aircraft was an interesting exercise.

“Technology has advanced quite a lot in the past 70–80 years. The Texan is turbine-powered, so it’s smooth and powerful. The cockpit is pressurised and air conditioned. A lot of the foibles of aircraft of the past have been engineered out, so aerodynamic quirks and the like are managed a little bit but by electronic systems.

“Whereas aircraft like the Harvard, Spitfire and Avenger don’t have that. So they are more challenging to fly – they are less forgiving on the ground and have engines that are piston-powered so therefore don’t necessarily run as smoothly or as reliably as something like the Texan.”

SQNLDR Anderson has a passion for the history of the Air Force and the history of flying, particularly during World War II and the sacrifice of those who came before and the significance of what they did.



“People wanted to know about it and they were very interested. It’s great that we are able to get out there and talk with the public. They are also quite spectacular when we do the flypasts.”

- Squadron Leader Jim Rankin



“It’s getting further and further away from us in time and the individuals involved back then that are still available to talk with us are really few and far between I think it’s important that we don’t forget that part of our history.

“Remembering the heritage brings people purpose, it inspires and motivates those in the service now, to do the best job they can or go the extra mile. And those who aren’t part of the service, it might motivate them to join up or at least support the work that is being done by the modern day Air Force.”

There were moments flying in the anniversary flypast that were like travelling back in time, SQNLDR Anderson said.

“Sitting for a few hours next to the Avenger and Spitfire was an incredible experience – you don’t get tired of it. There was time flying between the centres I could sit back and reflect – we might have been just flying along the coast or maybe the Avenger had the backdrop of the ocean gets you thinking about the operation of that aircraft, which was really a very maritime-heavy environment.

“They would have been operating in the war well offshore with remote airfields under combat conditions. The significance is not lost.”

The classic aircraft were a marked presence during the flypast with the sound of their engines heard not only by the crowds on the ground, but also by their pilots’ flying mates.

“Sitting in the Texan you can hear the engines of the Avenger and the Spitfire through the air-conditioned cockpit and pressurisation – you can hear and almost feel the vibrations from the engines, it’s like a rumble next to you,” SQNLDR Anderson said.

Heritage Flight replaces the former RNZAF Historic Flight and is a collaborative venture between the Air Force and civil organisations that operate aircraft relevant to the Air Force’s heritage. The intent for the Flight will be to conduct flypasts, displays and static displays throughout the country.

Air Marshal David Crooks

Former Chief of Defence Staff (now Chief of Defence Force) Air Marshal (Rtd) David Crooks CB OBE passed away in Wellington on March 9, aged 90.



Air Marshal (AM) Crooks joined the Air Force in 1951. After a flying instructor's course he flew Mustang fighters of No. 4 Squadron, based at Taieri and visited the United Kingdom in 1955 to study flying training in the Royal Air Force.

He later flew Vampires at Base Ohakea and was subsequently appointed flight commander of No. 14 Squadron, flying Venom jet fighter bombers in Singapore and Malaya.

Following a course in the United Kingdom, AM Crooks returned to Singapore, flying Canberras with No. 75 Squadron.

He held a variety of operational and training postings and senior roles in the Air Force, including commanding bases at Ohakea and Wigram, as director of Strategic Policy at Defence House and Air Officer commanding the RNZAF Operations Group.

He was appointed Deputy Chief of Air Staff in 1980 and went on to become Chief of Air Staff in 1983, and later Chief of Defence Staff in 1986, before retiring in late 1987. AM Crooks was made a Companion of the Order of the Bath (CB) in 1985 for distinguished services to the Air Force.

In retirement AM Crooks was active in many voluntary organisations, including serving on the board of the Air Force Museum Trust.

Chief of Defence Force, AM Kevin Short, said he was saddened to hear of the passing of AM Crooks.

"As a young officer in the RNZAF when Air Marshal Crooks was first Chief of Air Staff and then Chief of the Defence Staff, I did come across him and found him to be a wonderful speaker and intelligent leader who understood the importance of air power. I offer my condolences to his family and friends."

Chief of Air Force, Air Vice-Marshal Andrew Clark, said that during AM Crooks' long service he had played an important part in the Air Force's history.

"This year the Air Force celebrates its 85th anniversary. When Air Marshal Crooks joined the organisation was still young, and over the next 37 years he made a significant contribution to its evolution and development, through times of both conflict and peace.

"He was one of those who led the way and set an example to all, as a wise and highly respected airman and leader," he said.

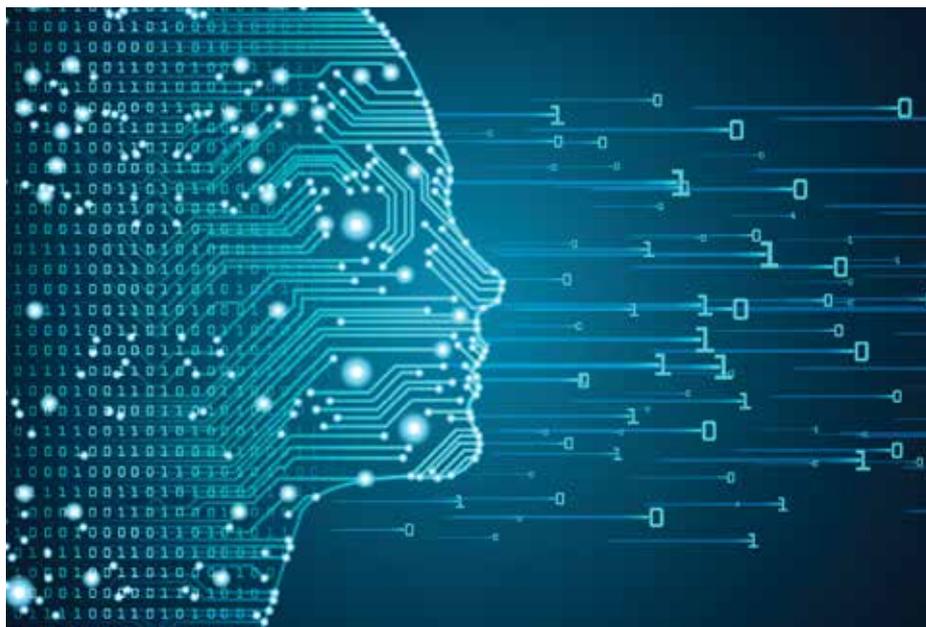
"On behalf of everyone in the Air Force, I extend my deepest sympathies to Air Marshal Crooks' family."

Defence HUMINT: My Story

The Defence Source Operations Assessment (DSOA) is the gateway for all military personnel (including Reservists) interested to pursuing a path to the NZDF Defence Human Intelligence (HUMINT) capability. A Defence Force person tells us their story of joining the unit.

My journey into the world of Human Intelligence (HUMINT) started as an experiment, I can't remember exactly how I heard about the assessment but there I was in the Waiouru snow. I was met by a soldier who gave me a candidate number, a room key, and very straightforward instructions to set the tone for the following days. The second person I met was in general working dress and the third in their general purpose uniform, immediately the tri-service element of this capability was evident.

The selection was designed to force out our true personalities; to allow the assessors to have a look at how stress, fatigue and a challenging setting impacted our abilities to communicate and cooperate with others. We were up early every day for physical training followed by some mental conditioning exercises run by the directing staff. Following these rough mornings, we were ushered into a room where we began working on a set of written tasks. One by one we were pulled away from the room to participate in a set of scenario based assessments. This was followed by more mental conditioning exercises and a late finish.



Limited communication was permitted between candidates throughout the assessment, other than some during short leaderless task activities. While 13 were there at the start of the assessment, only three of us were selected as suitable for HUMINT training.

I marched out of a Combat School course, straight back up Home Valley Road to start my HUMINT training on Manning Range. I recognised some faces from assessment but there were new faces too and the Tri-Service aspect of the capability was again very evident. Over the next 16 weeks our entire training programme revolved around debriefing and reporting, HUMINT tradecraft, and security and survivability with weapons practices and break contact drills. My brain was at full capacity for the entire 16 weeks.

I must have absorbed enough, as I was offered a job with the NZDF HUMINT capability. It was all very informal when I arrived, but the training was good and the team was fantastic. In my first few years I got to Australia, the Pacific, the Middle East and Europe. I worked domestically and overseas with partner agencies and foreign militaries and I began to contribute towards the growth of new HUMINT operators as the team changed shape. It took me these first years to realise that I was never going to know everything about the world of HUMINT, that the hole is infinitely deep. When you think you've got your head around it, it's because you need a new experience to shake up your perspective and see it at a different level or in a different light.

Since I completed the HUMINT assessment and operator courses, they have been completely redesigned. The modern rebranded Defence Source Operations Assessment (DSOA) course, owned by the School of Military Intelligence and Security (SMIS) is heavily supported by NZDF Psychology Services. SMIS have taken lessons learned from the last 15 years of NZDF HUMINT as well as overseas training and practices to completely re-write the HUMINT training framework into a series of DSO courses that will be delivered over the course of a HUMINT career.

I could never really sit still as a young man, every time I reached a milestone or achievement, I had to eye up the next thing. The pessimistic side of me thinks it is my age and life outside of work that have slowed me down, but most of me believes I have found a capability that gives me the challenges I need.

WANT TO KNOW MORE?

If you are interested in knowing more about HUMINT, please visit the NZDF ILP Intranet site. Next DSOA course – July 2022..



Taking flight: the RNZAF contribution to NAC

B | AIR FORCE MUSEUM OF NEW ZEALAND
Y | EMMA JOHNSON

Seventy-five years ago, on 1 April 1947, the New Zealand National Airways Corporation (NAC) officially launched its operations. The NAC period – with its Dakota DC-3 airliner in particular – is considered by some to be the ‘golden age’ of air travel in New Zealand. The fledgling national airline would not have come to be, however, without support from the RNZAF.

In the mid-1930s, commercial aviation in New Zealand expanded. A transport board was set up to provide regulation and granted licences to four airlines: Union Airways, Cook Strait Airways, East Coast Airways, and Air Travel Ltd. Coordination between these airlines meant that most main centres were covered by their routes.

During World War II, the New Zealand domestic airlines largely shut down. In the hiatus before these commercial services could be re-established, the government sought the nationalisation of air transport in New Zealand. The National Airways Act was passed in December 1945, establishing the New Zealand National Airways Corporation (NAC) as the state airline.

Before NAC was up and running, civilians could travel courtesy of the Air Force. In October 1945 the No. 40 Squadron air transport service was established, initially to repatriate servicemen from the Pacific and other locations abroad, and then around New Zealand.



The internal air service carried nearly 10,000 military passengers in the first two months, and during 1946, started carrying fare-paying civilian passengers. The Air Force carried out other domestic transport duties – No. 40 Squadron was also under contract to run the New Zealand Rail Cook Strait freight service, and No. 42 Squadron operated a mail service between Auckland and Wellington. Civilians were also able to travel to the South Pacific via the 'regional' service provided by No. 40 Squadron.

Douglas Dakotas flew the Auckland – Norfolk Island – Fiji – Tonga – Western Samoa – Cook Islands route, and Short Sunderland flying boats flew from Auckland to Fiji. When services were extended to civilians, the percentage of fare-paying traffic increased rapidly, and in December 1946 90% of all passengers carried by the Air Force were civilians.

Elements of the Air Force were set up to prepare personnel for the future NAC.

On 9 November 1945 the Air Navigation School was formed at Wigram, its immediate function to provide aircrew with civilian qualifications ready for transfer to NAC. As there was a surplus of trained pilots after the war (too many to retrain) this scheme offered an opportunity for a number of them to keep flying.

Many aircrew and aircraft technicians applied to transfer, and so began a tradition of the national airline enticing personnel away from the Air Force! Air Force personnel were also involved in the highest levels of NAC management. Chief of Air Staff Air Vice-Marshal Sir Leonard Isitt retired from the Air Force in May 1946 to become NAC's Chairman of Directors. Sir Leonard was involved with developing New Zealand's domestic and international airlines for another 17 years.

On 1 April 1947, NAC formally began operations, and gradually took over all civilian air activities. The Air Force was no longer required to provide an airline service, train staff, or prepare aircraft.

LEFT

Flight Lieutenant Peter Durning served in the RNZAF from 1940–1946, in the South Pacific and South-East Asia, before transferring to NAC after the War. This photo shows him in his NAC pilot uniform, circa 1947

RIGHT

2006–371.7: Former RNZAF wartime pilot Peter Durning in his NAC uniform, standing in front of NAC Dakota ZK-AOI 'Papua', circa 1947

MIDDLE RIGHT

NAC Dakota ZK-AYL 'Piwakawaka' in flight, 1951. This aircraft was previously NZ3527 in the RNZAF

RIGHT

NAC Dakota ZK-AQP 'Peho' in flight, 1947. This aircraft was previously NZ3538 and was returned to the RNZAF in 1966 to be used as a paratroop aircraft

Photos: Air Force Museum of New Zealand



With most of its aircraft and personnel transferred to NAC, No. 40 Squadron was disbanded on 31 October 1947. It was reformed a few years later in 1954 with Handley Page Hastings aircraft previously operated by No. 41 Squadron, and the squadron has served continuously ever since.

The former Air Force aircraft – the ubiquitous Douglas Dakotas, as well as Lockheed Lodestars, Short Sunderlands and De Havilland Dominies – were given new identities and distinctive liveries. Some of the Dakotas transferred to NAC came full circle and returned to the Air Force in the 1960s.

From an act of parliament and largely military origins, NAC continued to operate a domestic passenger service until 1978, when it amalgamated with New Zealand's international airline, Air New Zealand.

Labour of love brings unique Anzac ceremony

B | PUBLIC AFFAIRS MANAGER
Y | GEOFF DAVIES

The inaugural Anzac Day ceremony at a North Yorkshire cemetery came about from one woman's "labour of love" in collecting information about four Wellington airmen killed in World War II, and compiling a book to preserve their stories.

DO YOU KNOW MORE?

Please contact Geoff Davies at Defence Public Affairs if you have information about any of the four Wellingtonians which you would like to share with the Air Force: geoff.davies@nzdf.mil.nz



Now a dual citizen of New Zealand and Great Britain, Bristol-born Kate Spencer lives in Harrogate, a spa town and tourist destination in North Yorkshire with a population of about 75,000. She is the representative for Wellington of Harrogate International Partnerships (HIP), an organisation which supports Harrogate's several twin town relationships.

The Harrogate-Wellington twinning goes back to 1953. It is marked by the New Zealand Garden at a local park – a tribute to 23 World War II Kiwi airmen, including the four from Wellington, who lost their lives while serving with the Royal Air Force's (RAF) Bomber Command, and who are buried at Harrogate's Stonefall cemetery. Most of the 988 World War II casualties who lie in or are commemorated at Stonefall are in the Air Forces Section – the majority are Canadian, but there are also the 23 from the RNZAF and 97 members of the Royal Australian Air Force. The graves are cared for by the Commonwealth War Graves Commission, who also hosted the HIP Anzac Day service.

The area was a centre of Air Force activity in WW2, with RAF stations at Harrogate and four other nearby locations. The headquarters of No. 6 Group Royal Canadian Air Force, flying heavy bombers, were at Allerton Park in Yorkshire and the Group's several bases were just to the north of Harrogate, accounting for the hundreds of Canadians buried there.

Kate Spencer discovered the young Wellingtonians at Stonefall through her role with HIP. Reflecting on the lives cut short by war, as the mother of an adult son she was especially moved by thoughts of how their mothers must have suffered by losing their sons, and compiled the book about them in their honour. On a recent visit to Wellington she presented copies to Wellington Mayor Andy Foster and to Group Captain (GPCAPT) Mike Cannon, representing the Air Force, and back home in Harrogate she started planning an Anzac Day ceremony to honour the 120 Kiwis and Australians at Stonefall.

GPCAPT Cannon said the Air Force was deeply impressed by the effort that had gone into the book and the service.

"Kate's commitment to this cause has been exceptional. We're honoured, and we're very grateful for everything she has done to honour our fallen airmen at Stonefall," he said.



Although the stories she has been able to tell in the book are brief, the airmen's commitment to duty was unquestionable, Kate said.

"Their sacrifice was selfless and their bravery was limitless. The names carved on marble have now been brought to life with their deeds and sacrifice recorded.

"With a wreath-laying ceremony on Anzac Day each year, they will be honoured and the perpetual link between our cities of Harrogate and Wellington will be stronger," she said.

The 24 April inaugural ceremony was well-attended, with local Alderman Mike Newby as MC. New Zealand was represented by Sub-Lieutenant Andrew Chisholm RNZN and Australia by Commander Matthew Radford RAN, who both gave addresses and laid wreaths. Also present were local MP Andrew Jones, Mayor Trevor Chapman, and representatives of the RAF, the North Yorkshire Constabulary, and the British Legion, who all laid wreaths. The Catafalque Guard was mounted by RAF Air Cadets, who also assisted wreath-layers.

In his opening remarks Mike Newby said that the first Anzac Day ceremony in Harrogate would give thanks for the ultimate sacrifice of the young men.



"They now lie together, forever, in peace and comradeship. Today, we also remember the sacrifice made by parents, whose sons and daughters were destined never to return to their homeland and the love of their families on the other side of the world.

"As we remember their names and honour their sacrifice, we dedicate this ceremony to building a world where there is justice and peace for all people in every corner of our world," he said.

Wellington's Scots College and Harrogate Grammar School have now also begun a twinning relationship, and as a result Harrogate Grammar provided crucial support to the inaugural service, with pupil Lucy Hargreaves not only leading all the singing but also learning Pokarekare Ana and the New Zealand National Anthem in both languages. Fellow pupil Sam Featherstone delivered a reading.

Scots College Headmaster Graeme Yule welcomed the new connection with Harrogate Grammar, noting that a Scots Old Boy, Pilot Officer James Stellin, also provides an honoured connection between the school and the Air Force. In 1944, PO Stellin sacrificed his own life to avoid crash-landing on the French village of Saint-Maclou-la-Brière. He is commemorated at Stellin Memorial Park in the Wellington suburb of Northland.

Kate arranged for New Zealand flags to be placed on all 23 graves, and Australian flags on the 97 RAAF graves. She also made special plaques for the graves of the four Wellingtonians, and in a further special Anzac touch, a friend of hers baked Anzac biscuits. Kate's own address included a message from Wellington mayor Andy Foster.

"We have a strong bond as nations and as people, built on history, values of freedom democracy and on personal links. It is that shared history and friendship that sees us work together in peacetime and has seen us serve together in times of conflict," he said.

"The relationship between Harrogate and Wellington is important, and I thank you for caring for these New Zealanders here in this cemetery."

The Wellington airmen profiled in Kate's book are:

- Pilot Officer Charles Agnew
- Pilot Officer Alfred Lockyer
- Flying Officer Terence McKinley DFC
- Flight Sergeant John Stack

LEFT
Wreath laid by HIP

MIDDLE
Kate Spencer giving an address at the ceremony

RIGHT
Wreath layers

Photos: Russell Pearce



Recruits' Tūrangawaewae visit

B | OFFICER CADET
Y | SARAH PRIDE

Recruits and officer cadets recently arrived at Base Ohakea for a noho (visit) marae at the Air Force's Tūrangawaewae. After five busy weeks on recruit course, we were excited for a change of scenery and spending time together at the Air Force's meeting place.

Joined by Wing Commander Paul Drysdale, Warrant Officer Treena Brown and Flight Sergeant Christopher Turkington, we were welcomed onto the Tūrangawaewae with a powhiri and quickly settled into the beautiful surrounds.

Our weekend was spent immersed in Māori culture; practising the haka, listening to stories of the local area's history, and trying our hand at new skills like mau rākau.

Our acting skills were also put to the test as we were tasked with creating skits about the meanings of the heke (rafter) patterns in the whareniui. There was also plenty of opportunity to relax and recharge the batteries, which often resulted in competitive games of volleyball and soccer.

Singing was a strong theme throughout the noho marae. Learning the Air Force waiata was a real highlight for us, and we all felt much more connected with each other as we sang it at the top of our lungs.

The passion was definitely there even if we weren't always in tune! A small group also debuted a song they had written specially about our recruit course, which resulted in a standing ovation and a few emotional tears.

We left the Tūrangawaewae feeling connected, refreshed and looking forward to returning to our new standing place as soon as we can.

Our huge thanks go to Wal Wallace, Ange Lambert and Anaru Tepania for both their manaakitanga throughout our stay and for sharing their knowledge and passion for the Tūrangawaewae with us.



Shaping the future of NZ youth

Children are our future or so the song goes and within the NZDF we have the opportunity to shape and mould the future of our rangatahi or young people through a job at the tri-service Youth Development Unit (North) at Base Auckland. One of the Section Commanders, Corporal Alli Smith, shares her experiences.

Having originally enlisted as a Logistics Specialist in 2010, I've spent the majority of my career in the Supply Chain industry, both military and corporate. The beauty of logistics is that most roles involve building rapport and strong business relationships, offering the opportunity to develop interpersonal skills, empathy and mutually beneficial decision making. Through my experiences I began to home in on what I was passionate about – people.

Having spent three years outside the Defence Force, I wasn't initially aware that Youth Development Specialist (YDS) had been stood up as its own trade. This presented the opportunity to pursue a new career that aligned more specifically with my passion for helping others, so I signed the dotted line (again) and began my new role as a Section Commander at Youth Development Unit (North).

There is no denying that the work we do as a YDS is demanding physically, spiritually, mentally and emotionally. The trade provides a platform to engage with young people from all walks of life, some aspiring to enlist, some looking for employment, some who have never heard the words 'I'm proud of you'. As instructors, we are fortunate to be supported and trained by professional social workers and psychologists to employ active listening skills, de-escalation techniques, conflict management skills and behaviour perception on a daily basis.

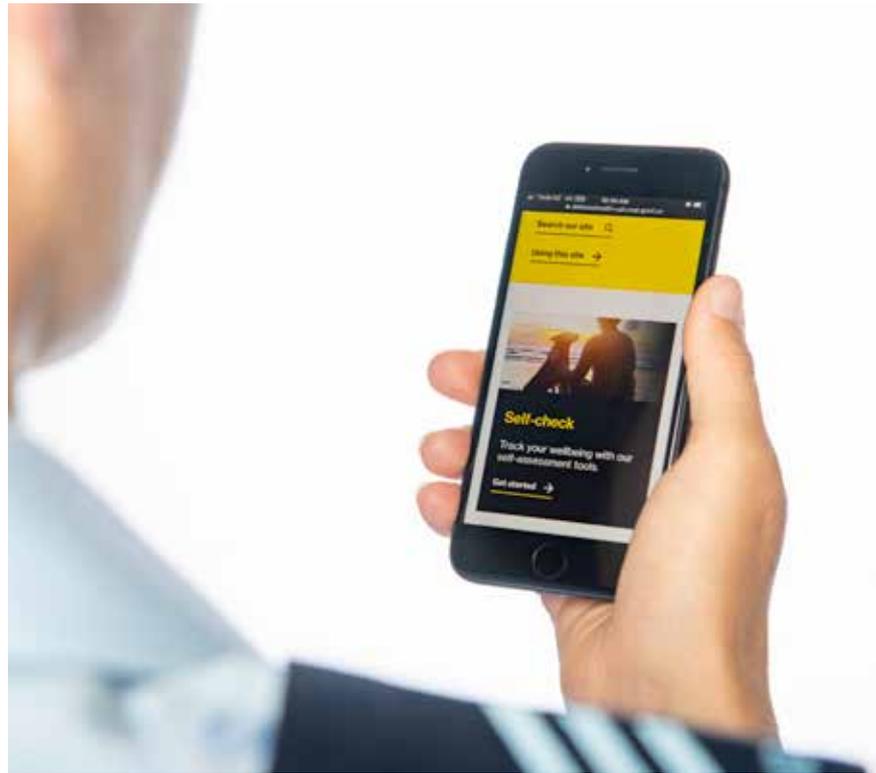
As a tri-service trade, we have the added benefit of learning from our Navy and Army whānau. This comes with its challenges as many will know however the value adds for Air Force are that we are proficient at being efficient and we are 'people first'. The work we do is fluid and unpredictable, being able to adapt and identify opportunities for efficiencies is conducive toward the success of our trade and the young people who walk through our doors. 'People first' goes without saying. In a workspace that demands a lot from instructors, emotionally and mentally, ensuring staff welfare and respite is imperative. Within the unit we are currently in need of instructors but specifically wahine.

Complementing the above efforts, there is the opportunity to complete tertiary study and apprenticeships in the field of mental health, psychology and social work. Last year I commenced my Bachelor's Degree in Psychology via Massey University, we also have YDS' studying Certificates in Health and Wellbeing (Social and Community), apprenticeships in youth work and Bachelor's Degrees in Social Work.

If you are looking for a new challenge, want to work with youth, and contribute in a significant way to New Zealand's many varied communities, then look no further, enquire about a tour of duty at YDU(N) via your chain of command or contact the unit directly for more information.

A healthier NZDF community

We all know that maintaining good health, and recognising and getting on top of health concerns early, help us to thrive and perform at our best.



Now a new Defence website, Pūtahi Hauora (Health Hub) (health.nzdf.mil.nz), will support our NZDF community to achieve this. As an external website it's accessible to our whānau and entire community and is both phone and PC friendly.

This 'one-stop-shop', has been developed by Defence Health, to provide a wide-range of information for NZDF personnel, their families and veterans. It significantly expands on the old site to include more tools and information to empower people to maintain good health, while also helping visitors to the site recognise and manage common health concerns.

Director Integrated Wellness, Defence Health Directorate, Colonel Clare Bennett says Pūtahi Hauora has something for everyone. Alongside tools, self-checks, resources and handy information on facilities and services relevant for all, there's also information on fitness standards, medical gradings, and how the NZDF health system works for serving members; and community connections and support services across camps and bases for families and external connections for retired veterans.

"We've designed the Hub so you can get all the health information you need in one place. From general health information that applies to everyone, to information specific to defence community groups, the Hub has it all," she said.

But we're not stopping here, the Hub will be updated with new and useful information and tools continuously so keep checking in regularly," she added.

The Defence Health Directorate also want to hear from personnel who are happy to share their personal stories with the NZDF community on Pūtahi Hauora. Get in touch by emailing defencehealthhub@nzdf.mil.nz or putahihauora@nzdf.mil.nz

What if I need support beyond the website?

There are a range of services and facilities including social workers, chaplains, community facilitators, sexual assault prevention and response advisors, psychologists, nurses and medical officers and health professionals. There are also links to external support services groups and specific veteran support organisations such as Veteran's Affairs and the RSA.

Our NZDF community can also access 0800 NZDF4U—a 24/7 confidential wellbeing support line and text service for all members of NZDF and the Defence community, including families.

Alternatively you can contact the NZ Healthline 0800611 116 for general health concerns or 1737 for mental health support.

For further information, visit: health.nzdf.mil.nz

FOR MORE INFO

Visit Pūtahi Hauora outside of DIXS for information on:

- Physical, mental, spiritual, and social/whānau health
- Health at work including: workload and burnout, fitness standards, transition, deployments, injury rehabilitation to peak performance, nutrition
- Women's and men's health
- Relationship tips, parenting, finances, mental wellbeing
- Self-assessment tools
- Resources and tips for self-management, goal setting and action planning
- Where to go to get help and support
- NZDF facilities and providers by region
- Finding your local RSA, gym and library
- Videos, webinars, shared stories and links to additional resources

Notices

RNZAF SWIM CLUB

NEW MEMBERS WANTED!

Do you have a child who is a swimmer aged 8–18 years old who would like to take their swimming to the next level? The RNZAF Swim Club is looking for new members to join our swimming whānau.

We cater to both competitive and fitness oriented swimmers working on technique and stamina.

Where:
RNZAF Base Whenuapai Pool, Auckland

Training:
Tuesday and Thursday 5–7pm,
Sunday 5–6.30pm

How:
Complete a trial session with the coaches

If you are interested or would like to know more please get in contact with:

Georgie on georgie.cresswell@nzdf.mil.nz
Rick on richard.mackay@nzdf.mil.nz or
Vicki on vicki.wyatt@nzdf.mil.nz

Please note that current rules mean all children aged 5+ need to be vaccinated against Covid-19. Vaccine passes will be required.



No. 3 Squadron Association AGM & REUNION

AIR FORCE MUSEUM OF NZ, WIGRAM
16–17 SEPTEMBER 2022

TIMETABLE:

Friday: Registration, AGM, meet and greet
Saturday: Museum Tour 'Behind the Scenes', drinks and dinner
Sunday: BoB Memorial Service (optional)

For further information and to register interest, visit 3sqnassn.org.nz

THE NEXT SELECTION FOR THE

1 NZSAS REGT

OCTOBER 2022

NOMINATIONS OPEN
11 JULY
AND CLOSE
12 SEPTEMBER

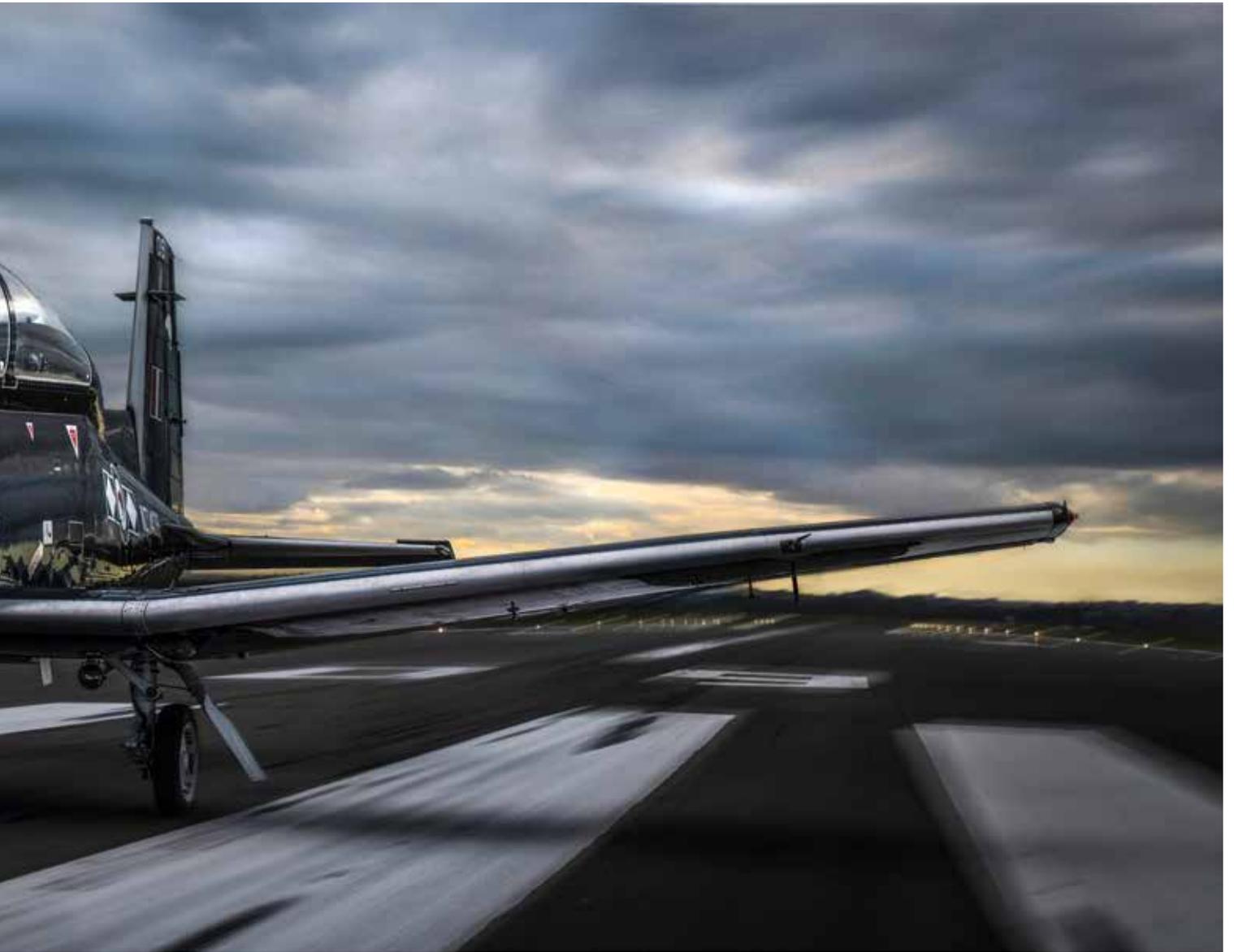
For more information or to download your application, please visit the NZSOF Intranet site:

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



B | CORPORAL
Y | NAOMI JAMES

A No. 14 Squadron T-6C Texan transits onto Base Ohakea's airfield runway during a cloudy sunrise. It's rare we get an entire airfield to use to create some photographic magic, but when I had a 30 minute window to take some extra shots following a Wings Course group photo I couldn't let the opportunity fly by.



REPORT CRIME AND INCIDENTS

ONLINE CONTACT FORM

Military Police have launched a new online contact form, available on the intranet and internet. This can be used by anyone to report criminal incidents to the Military Police and reports can be anonymous.

Incidents involving the NZDF can be reported, including crime affecting service people or service resources (buildings, vehicles, equipment, money), as well as allegations of crime committed by service personnel.

Scan the QR code or go to nzdf.mil.nz/nzdfmp to be directed to the form. Alternatively you can email MPCrime@nzdf.mil.nz

