

AIR FORCE NEWS

Aeromedical
evacuations

In support
of Ukraine

Eyes
on target

#247

JUN | 22



**Training
alongside our
military partners**

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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:

Training with our military partners

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NZAirForce



NZDefenceForce



Te Kāwanatanga o Aotearoa
New Zealand Government

First Word



B | GROUP CAPTAIN
Y | ANDY SCOTT

“That is why we are here and ultimately for us all, these are the key reasons why we joined - to serve our country, to make a difference and to have a job that provides us opportunities we may not get anywhere else.”

For the First Word this month I wanted to reflect on the changes we have faced as a force over the three years I have been Base Commander Auckland and to provide my reflections on why we need to focus on the important changes we face as a force in the next few years.

When I started in the role of course I did not envisage my time would be spent supporting our people deliver military air operations during a global pandemic. What I did believe though is that we would be doing what the Government and people of New Zealand needed of us, that we would have challenges to face on the way that would require innovative solutions and, most importantly, that our people would rise to them, so maybe I wasn't far off.

The past two years have seen ruthless but necessary prioritisation which curtailed many of the opportunities a life in the service provides. The next phase will see this shift back again as we start to recover our force and get back on track with individual, Squadron and collective training once more, all with an eye to the shape the future force needs.

There will continue to be pressures placed on us to critically review how we do business and major change initiatives will need to be in parallel with operational outputs. But it is so important to do these both as I feel our biggest risks as an Air Force are; if we lose trust or if we lose relevance.

These risks are both internal and externally facing as they are equally important when you look at how we engage with the Government or public, how we engage up, down and across commands, how we work with our other services and partner militaries around the world. Trust and relevance are key in all our relationships.

This is why we must continue to deliver on operations, why we must deliver our new capabilities into service, why we must make sure our organisation is the right shape and size to make the most of those new capabilities, why we have to ensure our foundations are solid, and why we must ensure our training is done and supervision is sound. To not do so would erode the trust placed in us and to not make the generational change with this investment would risk maintaining our relevance as a professional Air Force for New Zealand.

I am extremely proud to have worked in a team who demonstrated the Tū Tika (commitment) that has delivered this in spite of all the challenges that came our way over the past three years and am excited to see how we rise to meet the next ones over the horizon.



Continuing support for Ukraine

The Air Force is continuing its mission to help deliver vital military equipment and aid for Ukraine as Russia continues its unprovoked attacks on the country.





Recently Air Force and New Zealand Army personnel, who have been deployed to Europe as part of the multinational response, assisted with the movement of vital medical supplies.

Almost two tonnes (4380lbs) of medical supplies were picked up by a C-130 Hercules crew from Malta. The three pallets of supplies were being distributed to a centre coordinating aid before being taken into Ukraine to support those in need.

Defence Force staff have integrated with international partner militaries and have been helping in efforts to move donated military aid to Ukraine.

The deployment of the C-130 air transportation and logistics personnel is in addition to the deployment of other Defence Force staff, including intelligence personnel to the United Kingdom.

Air detachment commander, Wing Commander Lisa D'Oliveira, said the air and logistics contingents were working together to ensure missions to transport donated aid were successful.

"It's fantastic that the NZDF is able to provide much-needed aid to support the Ukrainian effort," she said.

Logistics detachment commander, NZ Army Lieutenant Colonel Vanessa Ropitini, said the team had enjoyed coming together and working with others in the multinational effort to support Ukraine.

"It is great to play our part in ensuring important supplies and equipment get to where they need to be," she said.

Defence Force logistics personnel are working within the International Donor Co-ordination Centre (IDCC) in Germany assisting the efforts to cohere and coordinate the movement of the donated military aid.

They are working as part of the IDCC ensuring equipment donations are in accordance with Ukraine's operational priorities, coordinating the logistics for donations, and matching transport to aid consignments.

**LEFT TOP**

Loadmasters and logistics specialists pull pallets into the hull of the C-130

LEFT BOTTOM

An air loadmaster observes and facilitates engine startup process before take off from Malta

LEFT MIDDLE

A member of the Air Load Team guides the pallet onto the ramp of the aircraft

RIGHT MIDDLE

The Air Load Team calculate cargo weight

BELOW

Pallets containing 4,380 pounds of medical supplies are loaded aboard a C-130



The C-130 flights began in late April and have been continuing over the past month, transporting the military aid between staging centres in Europe.

The aircraft is based at the Royal Air Force base at Brize Norton, in the United Kingdom. It flies to centres in Europe to load and transport military equipment consignments to forward staging points from which the equipment is moved into Ukraine.

Commander Joint Forces New Zealand Rear Admiral Jim Gilmour said it was pleasing to see NZDF personnel embedded in international teams, planning air movements and managing the distribution of donor contributions in support of the self-defence of Ukraine and the maintenance of international rules-based order.

“Our personnel are professionally carrying out their duties, coordinating well with personnel from other nations on the logistics and transportation of donor contributions.”

The deployment of the C-130, air transportation and logistics personnel is in addition to the deployment of NZDF intelligence staff to the United Kingdom, an officer to the United Kingdom Permanent Joint Headquarters and a liaison officer to work at a NATO headquarters in Belgium.

The Defence Force’s open source intelligence capability is also being utilised, and a consignment of helmets, body armour, radios and other equipment was sent earlier to support Ukraine’s self-defence.

An artillery training team is also deploying to the United Kingdom to train members of the Ukraine Armed Forces in using 105mm light field guns.

“Our personnel are professionally carrying out their duties, coordinating well with personnel from other nations on the logistics and transportation of donor contributions.”

- Rear Admiral Jim Gilmour

New experiences a career highlight

B | PRINCIPAL MEDIA ADVISOR
Y | GREER BERRY



Air loadmaster Sergeant Matt Roberts and co-pilot Flight Lieutenant Cody Hughes are on a deployment of a lifetime. Both are currently based in the United Kingdom as part of the New Zealand Defence Force's deployment to support the global response to the invasion of Ukraine.



After two decades in the Air Force, Sergeant (SGT) Matt Roberts says this latest mission has still managed to surprise him.

"After 20 years' service, it's exciting to be able to experience something new. For me, it's doing my job in this part of the world. I never thought I would find myself here," he said.

As a loadmaster, SGT Roberts is responsible for the loading, checking, and safe passage of all passengers and cargo on the C-130 Hercules.

And despite having deployed numerous times previously, his latest task is one that he considers a career highlight.

"This is all new territory for me, especially being able to come and work in this environment, it's completely foreign, completely new, and exciting at the same time."

Normally based at Base Auckland with No. 40 Squadron, SGT Roberts said he has enjoyed being part of a global response and working with other nations.

"It's exciting to be part of a bigger end goal. Being such a small nation and having travelled the furthest to help, we've set a precedent on the global stage that we punch above our weight in terms of effort."

He said he has enjoyed working with other countries to overcome problems and find solutions to unique issues.

"We've worked closely with our national and foreign support elements to safely achieve the mission."

Many of the nations were excited to see and work alongside the Kiwis, he said.

"For most nations it's the first time they've experienced working with us and given the environment, swapping of patches has become a token of gratitude and a symbol of unity," he said.

"It's humbling that even after a long career, new and exciting opportunities present themselves."



As far as international deployments go, Flight Lieutenant (FLTLT) Cody Hughes admits that it doesn't get much more unique than this latest journey.

The mission was like nothing he expected to be a part of in his career, but one that was rewarding and challenging.

"The NZDF doesn't normally deploy here [to Europe]... so it's pretty unique. Everything's changing every day, there are still a lot of unknowns," he said.

The C-130 aircraft is based at the Royal Air Force base Brize Norton, in the UK, and flies to centres in Europe to load and transport military equipment consignments to forward staging points from which the equipment is moved into Ukraine.

FLTLT Hughes, who has been in the Air Force for a decade, said one of the biggest challenges was adjusting to the far-busier airspace across Europe.

"It's a good experience flying different approaches into a range of airports, and countries" he said.

"From New Zealand you can fly for hours and it's mostly over water. Here it's over land most of the time, city after city."

With that comes the unique experience of hearing different languages across air traffic control as the crew fly over islands and alps, towns and countryside, he said.

Despite the size of the Defence Force's contingent being smaller than other larger nations, FLTLT Hughes said he had heard positive responses from Ukrainian authorities about New Zealand's involvement.

"They're just blown away that we would come all this way to help. We could have just done nothing. It's nice to be a small part of that."

There are 66 Defence Force personnel currently in Europe as part of the Defence Force's involvement in the Ukrainian response.

"It's exciting to be part of a bigger end goal. Being such a small nation and having travelled the furthest to help, we've set a precedent on the global stage that we punch above our weight in terms of effort."

-Sergeant Matt Roberts

Training alongside our military partners

B | SENIOR COMMUNICATIONS ADVISOR
Y | SIMONE MILLAR

Flying down to 250 feet over mountainous terrain is just one of the training opportunities the South Island landscape had to offer recently.







The Royal New Zealand Air Force and United States Air Force (USAF) aircraft and personnel combined to participate in day and night-time flying exercises in New Zealand as part of an annual Defence Force Readiness Training Activity, Exercise Nocturnal Reach.

The exercise develops the crew's proficiency to conduct tactical missions as would be required to operate in austere environments when required by the New Zealand Government.

MC-130J aircraft and USAF personnel trained alongside Air Force C-130 Hercules and personnel from No. 40 Squadron, at both Bases Auckland and Woodbourne, undertaking low-level flying by day and night, night vision training, formation flying, military freefall jumps and air drops of equipment.

"The primary aim is to exercise aircrew and supporting elements ability to provide a tactical airlift capability from a forward operating base in a low to medium air threat environment," No. 40 Squadron Executive Officer Squadron Leader (SQNLDR) Matthew Rieper said.

"The techniques used by the aircrew included flying low-level by day and night, including using night vision goggles, flying tactically to deliver personnel, vehicles and cargo via air land, parachute or airdrop methods.

The training allows New Zealand aircrews to maintain crew currency, integrate capabilities, build interoperability and execute complex and realistic operations as a combined team.

"Training alongside personnel from the United States Air Force provides an opportunity to test our interoperability and exchange ideas while continuing to build on a well-established relationship," SQNLDR Rieper said.

**LEFT**

A C-130, right, and a USAF MC-130J Commando II, left, fly in a dissimilar formation over the South Island

TOP MIDDLE

An MC-130J Commando II pilot with the 353d Special Operations Wing flies a low-level training sortie

BOTTOM MIDDLE

Aircrew from the 353d Special Operations Wing observe from the ramp of an MC-130J Commando II

RIGHT

A C-130H, centre, and two USAF MC-130J Commando IIs conduct a low pass over Base Woodbourne

Photos: Captain Joshua Thompson, USAF



High quality training activities are essential for New Zealand Defence Force personnel to maintain their ability to respond when called on and the New Zealand landscape offers unique opportunities to train.

Base Auckland Base Commander Group Captain (GPCAPT) Andy Scott said New Zealand was incredibly blessed from a geography perspective.

“You don’t actually have to fly too far to get completely different environments, which the US Air Force personnel have taken advantage of during this exercise” he said.

“As much as New Zealand can offer to the US Air Force, we get so much in return. Opportunities to practice like this all the way through the spectrum of operations is so important, to enable us to integrate in either larger scale exercises or operations throughout the world.

“We deploy in similar environments to the United States on a regular basis. We’ve worked together in the Pacific on numerous disaster responses over the years and more recently of course, closer to home following the Kaikoura earthquake,” GPCAPT Scott said.

“The United States is committed to a free and open Indo Pacific and participating in exercises with the RNZAF is one way we are able to ensure peace, security and stability in the region,” Mission Commander for the U.S. personnel, Major Hayley Ageton said.

“You don’t actually have to fly too far to get completely different environments, which the US Air Force personnel have taken advantage of during this exercise.”

– Group Captain Andy Scott

Eyes on target

B | SENIOR COMMUNICATIONS ADVISOR
Y | KIRSTY LAWRENCE

When Sergeant Craig Hartnett arrived in New Zealand from Australia in 2020 he didn't think he would be part of the team to reshape training in a major exercise.





Now, two years into his time in the Royal New Zealand Air Force, he has helped transform the way Exercise Winchester is done, expanding on personnel skills.

LEFT
A helicopter loadmaster with a Mag-58

MIDDLE
An A109 helicopter during Ex Winchester

TOP RIGHT
An aircraft technician checks one of the helicopters during the exercise

BOTTOM RIGHT
No. 3 Squadron maintainers making final safety checks after a flight

The exercise provides aerial gunnery training to new helicopter loadmasters and also teaches advanced formation gunnery to previously qualified helicopter loadmasters on both the NH90 and A109 helicopters.

Sergeant (SGT) Hartnett said when he arrived in New Zealand from the Australian Army, he started to look at how No. 3 Squadron could further their training on the exercise, as it was something he had been doing a lot of back home.

“We came up with a plan and way forward, and we have been trying to incorporate that ever since.”

One challenge they faced with the exercise was trying to get helicopters to actually be able to apply rounds onto a target in the Waiouru Training Area.

“You can plan eight weeks out and then get things like bad weather, or volcanic activity with Mount Ruapehu.”

The latter created significant issues with this year’s exercise, as the higher volcanic alert level meant they couldn’t conduct any of their night flying training.

That, coupled with other potential challenges, including Covid impacting personnel and competing range users, meant every time SGT Hartnett saw a helicopter had got some rounds down, he was stoked.

The past few years had been about making sure everyone had a basic level of understanding when it came to the gunnery training, and now SGT Hartnett said they were looking to build on that.

Initially, the exercise was about a single aircraft going out and shooting, but in 2020 they introduced shooting in formation.



“Since then it’s been about trying to get everyone through to that standard.

“We’re just about through that, and then I would like to move from just qualifying, to providing more advanced techniques. Actually manoeuvring like you would if someone was shooting at you.”

Corporal (CPL) Jarrod Milligan, a helicopter loadmaster, became qualified on the course, and said he came away from the exercise with a greater understanding of battlefield rotary tactics, and was now much more comfortable with weapon handling.

During the exercise No. 3 Squadron had the capability to deploy their own targets and conduct a complete range setup and clearance, meaning they could conduct aerial gunnery at more frequent intervals, and with minimal support.

“The NH90 is a modern aircraft with an advanced threat detection system, however, this has limited use against small arms fire.”

During the course the initial gunnery training ran in a crawl-walk-run fashion, with firing first conducted from a hover, before moving into more advanced serials.

“Ex Winchester was a great opportunity to learn a new skill on the NH90 and conduct aerial gunnery for the first time. Shooting machine guns from a helicopter is something unique to the helicopter loadmaster trade and it definitely puts a smile on your face.

“I am looking forward to operating again with the Mag-58 on upcoming exercises,” CPL Milligan said.



“The fitting of Mag-58 machine guns enables the helicopter loadmasters to provide suppressive fire, protecting the aircraft and crew from ground threats while conducting our role as a battlefield support helicopter.”

-Corporal Jarrod Milligan

Aeromedical evacuations:
***Antarctica to
Afghanistan***

WORDS
MAJOR DAVID BARBER

The Covid-19 pandemic has challenged humanity in many ways. Throughout this unprecedented period the Defence Force and its health services have stood strong to protect our force and New Zealand's interests.



The demand for aeromedical evacuations has remained strong throughout the pandemic, and the tasks have varied from the mundane to the difficult and dangerous. The challenge and diversity of the flying tasks have been exceptional.

It's a huge duty providing health care throughout a pandemic, and in times of calamity there are some jobs only our military can do. In the past two years (up to January 2022) Defence Force aeromedical evacuation and search and rescue/national contingency teams have deployed operationally almost once every three weeks on average. These missions include both rotary wing and fixed wing tasks and have covered an area of the globe from Antarctica to Afghanistan.

The list of types of illness and injury is extensive and has included the need for urgent surgery, and palliative care. The people needing health care have been airlifted from locations isolated due to Covid-19, disaster areas, extreme environments and even a war zone.



1

Directorate of Air Force Safety and Health (DASH)

The events of the past two years has shown us the importance of aeromedical evacuation to the Defence Force and the nation. It is a role that exploits the speed and reach of airpower in order to maximise the health outcomes for the patient.

During my flying career I contributed to aeromedical evacuation missions in Afghanistan, Antarctica, Australia, Indonesia and New Zealand. Witnessing the devastating mass casualty event after the Bali bombings, and assisting the recovery effort after the Boxing Day tsunami and the Christchurch earthquake demonstrates the huge difference that aeromedical evacuations can make to people's lives.

These experiences highlight how we have to be ready to respond to both the unexpected and the extreme. Our military health teams require high quality aeromedical training and experience to ensure they can perform the task we sent them to do.

This feature describes the experiences of Defence Force health personnel, transporting patients from the ice to the sand. Their missions have spanned wintery Antarctica to the heat of tropical Niue, with a (surviving) cardiac arrest patient. Personnel have flown from conflict-ridden Afghanistan on a 25-hour long haul flight with a "long" Covid-19 patient. And they have transported a serviceperson on board HMNZS Canterbury, while she was at sea, who needed emergency surgery. Equally importantly, we look at how we maintain the readiness of our people by continuing training throughout.

DASH DIRECTOR
WING COMMANDER L.G. WILSON



2

1 An earlier aeromedical evacuation from Antarctica

2 Evacuations following the 2011 Christchurch earthquake

The frozen continent, July 2021

Flying a mission in a C-130 Hercules to Antarctica in the middle of winter is not for the faint-hearted. You don your cold weather gear about 90 minutes out from landing, this is when you go past the point of safe return. The absence of airfields to divert to and the inability to get back without refuelling makes for a daunting feeling.

An American worker on the ice pivoted his body while carrying a heavy tool kit, his ice boots stuck firm to the ice but his body twisted and the momentum created enough force to badly fracture his leg. X-rays taken at McMurdo Station showed that to correctly heal, the bone needed a surgical repair. Infection prevention measures meant that we avoided all close contact with any personnel on the Covid-19-free ice.

The team on the ground put the patient in our stretcher and then onto the ice, and we hot-loaded (engines running because it was too cold to shut down) the worker into the aircraft. All clinical information had been exchanged by phone and email prior to us departing, so there was a seven-hour flight time gap, where we hoped there were no changes to his condition. Unable to bear weight the team managed his pain and comfort, provided supplementary oxygen, medical therapies, and monitoring. He was very grateful to get off the ice and especially for the McDonald's cheeseburger the load masters provided.



4

I was chosen to join the team to pick up the American patient. On the day I was told the "Go, No-go" decision would be at 4am the next day. I was given a basic list of things to take with us and went to the aeromedical evacuation warehouse to organise all of the equipment.

Unfortunately the flight could not go ahead the next morning.

After being on standby all weekend, it was decided the medical team would go down to Base Ohakea with No. 40 Squadron, which was participating in an exercise.

That Friday the team flew down to Christchurch to continue waiting for a good weather window and we finally got the "Go" for 10pm on the Monday.

I found the experience exciting and tiring. Tiring because it was a very long experience – all up it was 10 days of waiting and then the flight was approximately eight hours each way with about an hour on the runway in Antarctica. Overall, it was a great experience. I got to tick something off my work bucket list, I got to make new connections from No. 40 Squadron, got to go to Antarctica during winter, and I got an appreciation for how to pack for an aeromedical evacuation.

LEADING AIRCRAFTMAN KELLY SUNNEX



3

3

MAJ Barber and LAC Sunnex with the patient needing to be flown from Antarctica with a leg fracture

4

Antarctica aeromedical evacuation from wintery Antarctica



Niue, August, 2021

Assistance to Pacific nations is part of our defence ethos and culture. Multiple Defence Force aeromedical evacuation trips to the South Pacific have been made during the pandemic.

All these deployments have worked hard to achieve the mission, while ensuring the Defence Force did not introduce Covid-19 into countries the virus had not reached.

On the ground in Niue, our pilot planned not to shut the plane down, to avoid mechanical complications and speed our journey.

This gave a twenty-minute window for the aeromedical evacuation team to get handover and hot load the patient.

A Niuean minister of Parliament had become critically unwell at home and civilian air ambulance services were unavailable to fly him to New Zealand. On the flight he required continuous cardiovascular monitoring and complex medical management.

On arrival to Base Auckland, he suffered a cardiac arrest. The aeromedical evacuation team successfully resuscitated him achieving return of spontaneous circulation and rapid sequence intubation in the aircraft. He was then urgently transferred to Auckland City Hospital, where he received successful lifesaving surgery. He has now returned home to Niue.

- 5 CPL Currie on the flight from Niue
- 6 Niue flight loading the patient
- 7 Evacuation flight out of Afghanistan
- 8 Newly arrived Afghanistan evacuees wait for processing



I was included with the medical team that was tasked to collect the priority one patient from Niue and I was asked to write something on how I found the experience, which I think can be summed up in a few words – fatiguing and rewarding.

Fatiguing probably due to the accumulation of three main factors: lack of sleep prior to the trip, flight fatigue and the good old sympathetic response. I don't do a whole lot of aeromedical evacuations (two), let alone aeromedical evacuations with critical patients who may arrest at any moment, so I was naturally on high alert the whole flight. Coupled with very little sleep prior and then the normal fatigue from the flight, I found myself rather shattered after the trip but also still wired from all the adrenaline and cortisol!

More importantly though, this experience was incredibly rewarding. I was lucky to be part of the team that were able to give this patient the best chance of survival by getting him to higher medical care.

We were very fortunate that in this instance, the outcome was favourable and we were able to give this gentleman the best chance of survival by evacuating him to New Zealand. It was also very cool knowing that I was part of the team who were able to make that happen.

CORPORAL NADIA CURRIE

Afghanistan, August, 2021

New Zealand supports international peace and security, so when the Taliban overthrew the Afghanistan government, the situation became no longer safe for our citizens and permanent residents, and the Defence Force was sent to evacuate them from Kabul.

There was no official control of the airspace and the situation on the ground was hostile and dangerous. The large suicide bomb at Abby's gate was detonated two hours after our last departure from Kabul, it killed 170 Afghans and 13 United States service members.

Defence Force aeromedical evacuation teams were kept busy looking after the Afghan evacuees. We couldn't leave anyone behind who may not have been fit to fly, we just had to accept that there would be medical complications in flight, possibly including acute Covid-19.

Many evacuees leaving Kabul were suffering dehydration, had disabilities, minor trauma from the ordeal, chronic health conditions, and some with mild hypothermia. One evacuee suffered an unconscious collapse while we were ascending and needed cardiovascular monitoring and intravenous therapy in flight.

On the ground we worked with the Australian Defence Force in the Evacuee Housing Centre, assessing medical problems, swabbing people for Covid-19 and identifying people needing following up, especially a significant number of late term maternity patients, who all needed assessment for fitness to fly, for the long haul back to Australasia. This work continued for days after the flying mission had ceased, as the number of evacuees had exceeded predictions.

Back at Kiwi base we had to look after our own force, especially ensuring we protected and monitored our people for Covid-19.



After two back-to-back Kabul flights, the aeromedical evacuation team's Nursing Officer was sent on a 25-hour solo long haul with a long Covid-19, non weight-bearing, oxygen-dependent patient. This mission required nine oxygen bottle changes of various sizes and continuous oxygen saturation and heart rate monitoring. The flight spanned two airlines and a three-hour transit time.

They flew business class to allow room for clinical care, manual handling, and pulmonary positioning. A family member helped to assist with manual handling and personal cares in flight. Once they landed in New Zealand, the patient was transferred to an ambulance and taken to Auckland City Hospital.



9

HMNZS Canterbury at sea, January, 2022

After a massive underwater volcano eruption and subsequent tsunami devastated large areas of Tonga, HMNZS Canterbury was sent with emergency aid to assist. One of the deployed personnel became unwell and needed treatment that couldn't be provided on board.

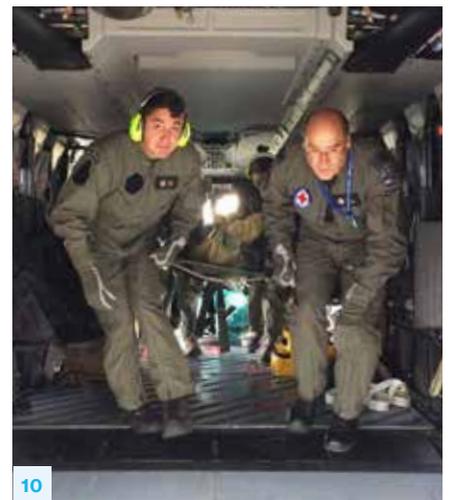
This led to the longest over-water transit that has been conducted by an Air Force NH90 helicopter. With a P-3K2 providing over-watch, one of the two NH90s that had been embarked on the Canterbury evacuated the serviceman from the ship, in need of urgent medical treatment.

Preparation and the lead-up to transit from HMNZS Canterbury back to New Zealand with our patient was an interesting experience. It gave me a good view of the differences between how Navy, Army, and Air all operate, even within the same operational area. As this was my first experience within a Joint Operation, it was extremely valuable in terms of witnessing the differences among the medics from each service's priorities and areas of responsibility.

The medical plan was to turn the ship around to sail within 482km of the New Zealand shore, and fly the patient via NH90 to Base Auckland for an ambulance transfer to hospital.

Both Navy and Army medics (and an Army doctor) took responsibility for patient care on board HMNZS Canterbury as we sailed back for New Zealand. My responsibility was to contact an aviation medical officer via satellite phone to ensure that air transit was acceptable and to discuss any potential complications that may develop. I worked with our medical team to ensure we had pre-flight medications and pain relief to ensure the patient would be comfortable.

One of the biggest lessons I learned from this was that travelling via ship was far more isolated than I had previously thought.



10

Another lesson I took from this is that, as communication is such a key responsibility in order for the evacuation to function, it needs to be specifically assigned to personnel and closed loop communication should be utilised.

I have since received thanks from the patient, and have passed on thanks to personnel involved in their care. This is the kind of work I joined up to do, and have now experienced the first-hand value in how we train and the different considerations made.

CORPORAL DAYNE TOBIN

- 9 HMNZS Canterbury with NH90s on board
- 10 CPL Tobin and SQNLDR Cabre taking part in the aeromedical evacuation off HMNZS Canterbury



11

Aeromedical Evacuation training, March, 2022

Throughout the pandemic the Aviation Medicine Unit (AMU) has remained committed to providing high quality fixed wing and rotary wing aeromedical evacuation training activities. While being hampered with lockdowns, and pandemic limitations, practical and online courses have continued.

“This is the kind of work I joined up to do, and have now experienced the first-hand value in how we train and the different considerations made.”

-Corporal Dayne Tobin

As a civilian in the Air Force we are not often exposed to the military exercises that take place. As a “key player”, I was very keen when I was given the opportunity to take part in a medivac mass casualty exercise, on the C-130 Hercules with No. 40 Squadron, as a casualty.

After a briefing at Air Movements we were given our scenario, which was that we were casualties in an earthquake. On the word we acted out our part. We were dealt with one by one, in a very professional manner and either walked ourselves, were escorted or stretchered onto the aircraft.

After lunch the real action started, we checked in again to Air Movements and everyone was told to lay down and we were stretchered up and off to the aircraft. It was quite an odd feeling being walked across the runway for quite a distance, loaded into the Hercules, and being placed on the top of a three stack stretcher holder. Can’t say I have ever looked at the roof of an aircraft for a whole flight.

The trainees were very professional and attentive, I had a couple of scenarios to pretend I wanted to get down as I was too high and then had an episode where I was going to be sick, both times my concerns were dealt with adequately.

All in all a great experience, it was so good to see our people in action and watch some of the amazing work that they all do.

NZDF CIVILIAN SONIA GRAHAM
(MASS CASUALTY TRAINING)

- 11 Nighttime aeromedical evacuation training
- 12 Aeromedical fixed-wing training
- 13 Aeromedical evacuation team training



12

The AMU is the Defence Force’s aeromedical evacuation trainer. It provides military courses and a civilian clinical experience programme to train our medical officers, nursing officers and medics. Currently AMU is maintaining the operational aspects of our fixed wing service and we are anticipating it to move back under Health.

The increased activity of Defence Force aeromedical evacuation missions in the past two years clearly demonstrates that our trained teams are essential to New Zealand’s interests. The Air Force is the only organisation in New Zealand that can move the sick and injured en masse, a fact that is especially important here at home and in the South Pacific. It is also important in a world where the threat environment is changing, and the possibility of mass casualty events are increased.

OFFICER IN CHARGE OF AVIATION MEDICINE
UNIT SQUADRON LEADER GUS CABRE



13



Behind the scenes: Parachute Bay

B | EDITOR
Y | REBECCA QUILLIAM

As the hum of aircraft fades at the end of an exercise or operation the team at Safety and Surface are ramping up ensuring the equipment is properly inspected, up to scratch and packed away properly. It can sometimes take weeks of work.

Air Force News visited the Cargo Aerial Delivery Equipment (CADE) bay at Base Ohakea following a major No. 40 Squadron airdrop exercise in the area. The biggest parachute the unit works with, the G-11, has a 100 foot (30m) and 120 gore canopy. A gore is the area of the canopy between each rigging line from the base to the top in the shape of a triangle. Each gore is then divided into a number of panels.

The huge mass of material is being inspected for any damage such as tears, holes or friction burns, before it is folded properly and stowed into its deployment bag.

A fan is being used to inflate the canopy, making any damage easy to spot.

“The big parachute can carry up to 5,000 pounds (2300kg),” Safety and Surface Co-ordinator Flight Sergeant (F/S) Forrest McLeod said.

They range from 100ft canopies to 68 inch (1.7m) pilot chutes. The smallest parachutes are the T-7As, which were developed by the Air Force utilising ex-ejection seat parachutes, and are used for tasks including mail drops to scientists based at Raoul Island.

Once used the parachutes are delivered back to the bay where the team can spend between an hour and a day untangling and hanging them, ready to be inspected.

“When it’s dropped and released it can turn into a big mess depending on the wind conditions. When you’ve got drop zones like Raumai Range, or they’re dropped in a paddock, they can collect a lot of debris, which we’ve got to shake out,” F/S McLeod said.

“We’ll hang them up and shake them out and get all the sheep poop, pines cones and grass out of them and then bring it into the bay here. Depending on the drop zone it could be full of sand or it could be on dewy grass and they get a bit wet.”

The high-ceilinged wash tower, where the parachutes are hung from a height of 23m, has copper pipe showerheads, which enables the washing out of any debris or rinsing out salt water from the canopies.

“It’s warm in there because there is a dehumidifier working that helps to dry them. You can’t force-dry them, but we can speed the drying process along. The walls are all cladded and insulated to also help with the drying process,” F/S McLeod said.



“There are a couple of parachuting aspects to the load coming out of an aircraft, firstly there’s the extractor chute that pulls the load out from the aircraft and then initiating the deployment of the parachute or parachutes attached to the load. It’s really impressive to watch –these parachutes look like a big jellyfish floating down.”

– Bruce Mulcock

The room is multi-purpose and is used by other Safety and Surface units throughout the base and Fire Flight, to wash and dry equipment.

Aerial Delivery Bay repair technician Bruce Mulcock said the largest parachutes (G-11) weighs 120kg when they are packed. Stretched out, with the canopy, 120 rigging lines and nine tapes the entire parachute reaches 160ft (nearly 49m) in length.

The worst tangle Mr Mulcock found himself sorting out took three and a half weeks.

“Once we had some come back from a pine plantation and the whole place smelled like pine – it was really good,” he said.

Cargo parachutes are a New Zealand Army capability, but looked after by Safety and Surface because of the air worthiness standards within the Air Force, F/S Mcleod said.

“It’s our responsibility to store and maintain all parachute assemblies in the CADE bay. The Army’s 5 Movements Company is responsible for the rigging of all loads, including the parachutes dropped from our aircraft, and will request the number and type of parachutes required for equipment or supply dropping tasks.”

Along with using the parachutes to drop supplies on land, they are also used to support dropping operations over water such as NZSAS Amphibious operations and training.

The unit also supports humanitarian aid and disaster relief missions, so they always need a certain number of parachutes packed and ready for issue at any given time.

If that’s not enough, the team is also responsible for the manufacture of the Minimum Aid Delivery Device (M.A.D.D), used to drop minimal survival aids or radios to stricken sailors as part of No. 5 Squadron and No. 40 Squadron’s search and rescue capability.

LEFT
Parachutes hanging in the wash tower

MIDDLE
A G-11 chute being examined for damage

RIGHT
Parachutes packed away and stored in the CADE bay



The first kiwi roundel

During his Air Force career, John Black left an indelible mark on the service, literally. He was the creator behind the first unofficial kiwi roundel.

LEFT
A young John Black in his softball uniform during his military days

RIGHT
Territorial Air Force personnel inspect the Kiwi artwork painted on the rudder of a No. 14 Squadron Venom at RAF Station Tengah, Singapore, 1955

Photo: Air Force Museum of New Zealand



A young Aircraftman (AC) Black joined the Air Force in 1949 as an instrument fitter, completing his basic training at Hobsonville before postings to Taieri Aerodrome and Wigram.

He progressed through his trade, with his service record noting that AC Black was very capable and talented with his hands – although he did at one point receive 14 days confined to camp for a suction gauge being left on an instrument in an aircraft at shift change, that went flying later that day.

The young man was also noted as an outstanding athlete competing at athletics and softball.

In 1955 Corporal (CPL) Black was posted to the Royal Air Force base in Tengah, Singapore with No. 14 Squadron working on Vampires and Venoms. His fiancée Noelene joined him in Singapore and the couple ended up marrying during the posting.

While he was in Singapore working on the Venoms, Mr Black was asked by the aircraft fitters to paint a kiwi in a circle on their tool boxes.

“One of our guys and his cobber said to me ‘we’d like a kiwi on our tools boxes’. Okay, sucker me draws one, painted it on the tool boxes. Next thing a pilot wanted one on his plane. It’s a fact. So who designed it? Me.”

With a mischievous smile on his face he somewhat wistfully said that you see them everywhere now.

“I’m very proud but embarrassed, every time I see it. It reminds of my time in Singapore, at Tengah Station.”

He liked the kiwi design because the Australian flag was so similar to the New Zealand one – “I wanted something different”.

The image was officially adopted in 1970 after disquiet about the silver fern image that had adorned Air Force aircraft from 1957. Complaints were made that the ferns were difficult to spot at a distance, and the decals used to apply them would degrade, leading some to remark that they looked like a scratch on the paintwork.

To add insult to injury, there were also suggestions from some quarters that the fern leaf could be mistaken for a white feather – an infamous symbol of cowardice.

Meanwhile, in 1956 the No. 14 Squadron pilots liked the look of Mr Black’s kiwi and asked him if he’d paint it on their aircraft, which he duly did. It seems that the modern kiwi roundel is based on a drawing of a kiwi, on an aircraft fitter’s toolbox, which was in all likelihood designed and painted by CPL Black.



‘Never a dull day’: teaching at the Air Force Museum of New Zealand

Chris Davey has been the Education Officer at the Air Force Museum for 16 years. A former primary school teacher and North Canterbury native, he recently shared what makes his job so special.

How lucky are we. Lucky that we live in a peaceful corner of the world. Fortunate that those who came before us fought for our freedom and a peaceful way of life. Privileged that we have a Defence Force that is trained to fight and protect, but primarily gets to spend time doing just the opposite – helping, both at home and around the world. These are teaching points that make me truly happy when delivering education programmes to groups from within our community. We should never take these things for granted.

Even if a group has come to the Museum for a programme on the theory of flight or to learn about simple machines, they will be exposed to this concept.

It starts at the Museum’s Roll of Honour where groups of all ages are briefed, not just on how to have a safe visit, but on what our Museum is about – he tāngata, he tāngata, he tāngata – the people, the people, the people. There are stories here; stories of sacrifice, stories of bravery and stories of service; service to our country that creates a sense of community and belonging. Yes, there are some pretty cool aircraft here as well, but they are just a fraction of our collection of taonga tuku iho – treasures passed down to us.

As a trained teacher who loves all things aviation, and whose grandfather flew Corsairs with the Air Force during World War II, I was lucky enough to be employed as the Education Officer at the Air Force Museum some 16 years ago.

The job is just too good to give up! Delivering a diverse range of Air Force-related programmes that cover both STEM (science, technology, engineering and maths) and history, coupled with the ever-changing world we live in, there is never a dull moment, and a new challenge awaits around every corner. Plus, there are the added benefits of working for the RNZAF as a civilian – staying on Air Force bases, working at air shows, and several amazing flying experiences that would make any keen flyer rather jealous!

With the support of our wonderful Visitor Hosts, Collections team, and the wider Museum team, I take pride in being able to offer both pre-designed and tailored programmes, free of charge, to thousands of visitors per year.

One day could see a group of pre-schoolers visiting for a ‘behind the scenes’ experience and Museum Hunt, while the next could involve delivering a series of learning experiences about the Air Force’s role in the Pacific during World War II to senior high school students.

At times, I could spend a whole week teaching theory of flight to school groups and, while some would question the repetitive nature of this, every group is different; be it in age, background, school culture, or levels of prior knowledge. As the Museum Director (often) says, ‘flexibility is the key to airpower’. Note: I don’t actually hold any airpower, but I’m certainly flexible!



Air Force keeps flying career alive

Covid-19 ended a lot of careers in the aviation industry, but Aircraftman Maya Tewhata-Low will still be airborne thanks to a fledgling career in the Air Force.

The 23-year-old had been working as cabin crew for Virgin Australia before the pandemic closed its New Zealand base. The closure sparked Aircraftman (AC) Tewhata-Low to look at the Air Force and she has now graduated the recruit training. She will now start training as a flight steward.

“I knew I wanted to continue working in a similar role, which is one of the reasons I decided to join the Air Force as a flight steward. I play a big part in my nieces’ and nephews’ lives and I want to set a good example and be a good role model for them.

“Working for the Air Force and contributing to serving our country will allow me to do so,” she said.

AC Tewhata-Low is a people-person and said this was what attracted her to the role of a flight steward.

“In the role of a flight steward you get to meet and work with new people every day. No day is the same in the role, which keeps your job exciting.”

Looking towards the future AC Tewhata-Low wants to progress with her role and aspires to take on leadership positions.

“Eventually I hope to be in a position where I am able to have an impact on the growth and future of new Air Force personnel.”

She is looking forward to getting stuck into the next phase of training and to begin her new career and encourages those who want to join the military to keep fit and have an open mind.

“There will be many different situations where you are pushed out of your comfort zone, although it will be worth it in the end.

“I would also recommend getting involved in the Force Fit classes and keeping fit before joining as it will make things a lot easier when it comes to recruit course,” she said.



Air Force career extends family legacy

Aircraftman Breanna Brooker is looking forward to continuing her family's legacy as she embarks on a career in the Air Force.

She has recently graduated the 14-week recruit training at Base Woodbourne and will soon start training as an intelligence specialist.

The 22-year-old is fourth-generation military. Her great-grandfather was in the New Zealand Army and her grandfather and father in the Air Force. Aircraftman (AC) Brooker joined the military as a way to see the world and experience a unique working environment.

"I also saw joining the Air Force as a place that encourages the development of lifelong friendships, and I am very proud that I am able to continue our family's tradition of military service."

While at high school she discovered that her passion lay in social sciences and stumbled across intelligence when researching jobs.

"Intelligence really seemed to suit my advisor-like personality, my desire to research and know about things just for the sake of it. It also suited my desire to work towards something other than making another person money," she said.

AC Brooker studied at Massey University and graduated with a Bachelor of Arts majoring in Security Studies and minoring in Defence Studies and Psychology before joining the Air Force.

She hopes that her job as an intelligence specialist will help her travel around the world and take part in a variety of operations, both domestically and internationally.

"If at some point I help a commander make a decision that leads to better outcomes for people in an operation situation, then that is all I want," she said.

There were many highlights on the recruit course, but one that stood out was the longest day activity, she said.

"It pushed me both mentally and physically, but it also showed me just how much more capable I was than I thought. It showed me the value of teamwork in the great team I had around me who supported me and I supported in turn."

She is now looking forward to her new life in the Air Force.

"Having a job I love and being able to spend time with my family and friends, while pursuing my hobbies, will be a balance, but one I would not trade at all."

Inspiring the Future

Inspiring the Future is an exciting new programme for primary and intermediate schools across Aotearoa New Zealand. Run by the Tertiary Education Commission, it has been created to broaden young people's horizons, and help challenge stereotypes that can limit their potential.



At an Inspiring the Future event, young people learn about different jobs and why people love doing them, as well as how those people got started in their careers.

We need you to represent the NZDF

Inspiring the Future needs people from different walks of life to share their stories. It is a great opportunity for you to inspire young people who may never otherwise consider a military career.

Through representing the NZDF you can influence the next generations into making a career in the military a possibility. Your story can help to show young people that anyone from any background can join.

Why Inspiring the Future?

We know from research in Aotearoa and overseas that young people often have narrow ideas about their future. In a survey of over 7,700 young people, more than half aspired to one of just nine jobs (including Youtuber).

We also know that a lot of our recruits were inspired to join by a friend, family member or someone they met from the NZDF.

That's why you can be a role model for young people, by volunteering alongside other members of the community at an Inspiring the Future event. By taking part, you can showcase your job to the community while opening children's eyes to more possibilities.

Speaking at an in-school event is also a great opportunity for professional development!

How an event works

The events are run in a 20 questions format during school assembly. Role models initially appear in civilian clothes and the audience asks Yes/No questions to try and guess what each role model does for a job. The role models then go change into their uniforms or work clothes, and share with the audience about their job. It's a great way to remove biases and show our school kids that they are not limited by gender, ethnicity or background.

There are in-person and online event options so that anyone has the opportunity to take part, no matter where they live.

How do I join?

Just head over to the Inspiring the Future website and sign up! You'll be asked to complete an online profile and a criminal record check form.

Your profile will be visible to schools on the website after the criminal record check has been completed. Teachers in your area can read your profile and invite you to participate in Inspiring the Future events.

Signing up as a role model doesn't mean you have to participate in events. You can accept or decline as many event invitations as you wish based on your availability.

You will also get support and resources every step of the way, so it's easy and fun.

What is required from you

1. Complete the online profile located on the website and a criminal record check form.
2. 4-5 hours of time for in-person Inspiring the Future events, or 1-2 hours plus a half hour pre-meet for online events.
3. Your 1-up and/or 2-up's approval to attend. A dot point brief for your command chain is located on the Recruiting Ambassador Programme (RAP) intranet page via the ILP. For additional assistance, please email DROPS@nzdf.mil.nz, subject line Inspiring the Future.

SIGN UP

You can sign up to be a role model at inspiringthefuture.org.nz

Notices

EOD ASSESSMENT WEEK

E Squadron (EOD), 1NZSAS Regt are requesting nominations for the upcoming EOD trade assessment. Successful candidates will be fit, motivated, highly disciplined and capable of decisive action in complex and dynamic environments.

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

Nominations close 5 September 2022.

**EOD Assessment week
26 to 30 September 2022.**

You will also meet the following minimum requirements:

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

If you are successful you will complete a 12-week basic EOD course and a two-week supporting Elements Special Operations Training programme.

Once qualified your future postings could include support to domestic, expeditionary, or special operations with locations in Auckland, Linton, Wellington, and Christchurch.

Further training and opportunities include:

IEDD Team Leader Qualification
Tactical and Assault IEDD Training and Support to Special Operations
Advanced and High Threat IEDD Training
CBRNE Training and Operations
International Training and Operational Activities.



Challenge yourself!

Would you like to develop a unique set of skills that will help train NZDF personnel for adverse conditions on overseas deployments and help you to gain professional development opportunities?

CAC is a tri-service capability and we are looking for uniformed personnel that would like to train our people through creating realistic captivity scenarios. We need resilient individuals and a flair for the dramatic is desirable.

Conduct After Capture Instructor (CACI) Course is open to all NZDF service personnel

A35001 20/02 NZDF CACI Selection: 23–29 July 2022

Noms open now – closing 24 June 2022

For more info contact: CAC.RECRUITING@nzdf.mil.nz
call DTelN: 369 8110

Note: You must not have any disciplinary issues

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





B | CORPORAL
Y | NAOMI JAMES

This shot was taken during a recent pilot training exercise as a group of No. 14 Squadron trainee pilots and qualified flying instructors walked out to the T-6C Texans at Hawke's Bay Airport. I noticed that the afternoon sun was casting strong shadows as it silhouetted the crew. Taking advantage of the light, I captured this image.

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>