

AIR FORCE NEWS

Double
search success
for Orion

Signing
off
Op Protect

Game
changer in
the Solomons

#248

JUL|22

EYES ON THE
BATTLEFIELD

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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:

Simulated Reality

PHOTOGRAPHER:

CPL Dillon Anderson



Published by

Defence Public Affairs
HQ NZ Defence Force
Wellington, New Zealand

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Design and Layout

Defence Public Affairs

Printed by

Bluestar
Private Bag 39996, Wellington

Distribution

Email: airforcenews@nzdf.mil.nz

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

Contributions need to include

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

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ISSN 1175-2337



Te Kāwanatanga o Aotearoa
New Zealand Government

First Word



B | DEPUTY CHIEF OF AIR FORCE
Y | AIR COMMODORE IAN MOWER

“It’s difficult to envisage a scenario that doesn’t have us operating as part of a wider coalition force, combining our collective efforts to best effect.”

Working with our close partners has always been an incredibly important aspect of our operations. So as I find myself travelling within the United States, it seemed particularly relevant for this First Word to reflect on the well-tested, but not particularly well-known, framework that’s been used since just after World War II to streamline Air Force interoperability with the Air Forces of the United States, United Kingdom, Canada and Australia.

The Air Force joined the then Air Standardization and Coordination Committee (ASCC) in 1965, recognising that in order to improve operational effectiveness, we needed to join this partnership that jointly developed a common set of aviation standards as well as tactics, techniques and procedures.

Over the decades since, areas of interest and its name have changed a few times, it’s now the Air Force Interoperability Council (AFIC), but at its core is eliminating the barriers that prevent our air forces collectively operating in the most seamless and effective way possible. Certainly a big ask but for a relatively small air force, the benefits we have gained in the past and are set to gain with the introduction of our new fleets are immense.

As the Air Force National Director for AFIC, I head a small dedicated team that includes a full-time, Pentagon-based, member of the Management Committee, a National Programme Manager based at Air Staff and our Heads of Delegations, who are distributed across the Air Force. As a secondary duty they provide the horsepower across a number of relevant Working Groups actively working on solving those problems that present our biggest interoperability challenges.

We’ve just concluded our first face-to-face National Directors meeting since the pandemic started, providing a valuable reset, particularly noting how close we are to introducing our new capabilities. With that in mind, our ability to operate (both live and virtually) with our partner air forces has never been more important, reinforcing both the value and utility of the AFIC framework.

I’d like to acknowledge the outstanding contributions of all those Air Force personnel who are making valuable contributions across the AFIC network. Those who have supported this collective since 1965, are representing our best interests, working with their Five Eyes colleagues in one of our oldest, yet arguably one of our most important, international forums.



Double search success for Orion crew

B | EDITOR
Y | REBECCA QUILLIAM

A P-3K2 Orion aircrew searching for a missing Kiribati fishing boat had double success when they also found a second missing fishing crew drifting nearby.

The Rescue Coordination Centre NZ, on behalf of the Rescue Coordination Centre Fiji and Kiribati search and rescue authorities, requested assistance to search for a five-metre yellow-hulled wooden boat which had been reported overdue from a trip from Makin Island to Butaritari Island, Kiribati.

The boat was carrying two men, a woman and an 11-year-old child on board.

Meanwhile, the US Coast Guard was preparing to search for another vessel, *Woodhaven III*, which had been reported missing from Kiribati the previous week with three people.

No. 5 Squadron air warfare officer Flight Lieutenant (FLTLT) Tyler Ngapo said on the morning of the search they were on base by 4am, ready for a 6am take-off.

The aircraft stopped off at Fiji on the seven-hour flight to the search area, for refuelling, giving the crew as much time as possible to search.

The large 80x80 mile (128x128km) search area meant the team used radar to look for the small boat. After four hours of looking and nearly reaching the end of the search area, the aircrew spotted the *Woodhaven III*.

“The mood was pretty good in the aircraft. Everyone was pretty excited. You have to remember we were on base at 4am and by the time we found them it was about 5pm, so we’d already been at work for 12 hours by that point,” FLTLT Ngapo said.

“Normally about the four-hour point people are starting to feel a bit low, so we really wanted to find them – you always hope you’ll find them straight away. So everyone was pretty excited when we found something.”

**LEFT**

Missing fishing vessel holding two men, a woman and an 11-year-old child

MIDDLE

Missing fishing vessel Woodhaven III

RIGHT

W/O Aaron Grocott, part of the aircrew searching for the missing fishing boat



The aircrew knew the US Coast Guard was searching for the vessel, but their search area was about 150 nautical miles further to the west, so the New Zealand crew weren't expecting to find them in their area and especially that close, FLTLT Ngapo said.

The job was not over though as the boat the crew was initially looking for still had not been found.

"We were climbing up to find a boat that could rescue the vessel we had just found and, about 10 minutes later as we were just heading a little to the south, we detected another vessel about 10 nautical miles away and saw it was something small, so we thought we'd go and have a look, and that was the other vessel."

The success of finding the vessel was extra special for the crew, he said.

The crew dropped survival kits with water, chocolate and locator beacons to those on board.

"We added the chocolate because we figured they probably hadn't eaten for a few days. Then we called the Rescue Coordination Centre in New Zealand and talked with a couple of boats on the radio to get them to go and pick them up. Both were picked up overnight.

"When I woke up the next morning and saw the email that they had been picked up successfully and they were all safe, it was a good feeling. You can't beat saving people," FLTLT Ngapo said.

"It's pretty hard when you read the request for the search and you see an 11-year-old girl. It doesn't really change anything we do or how we do it, but it hits home a bit harder and feels a bit different when there is a child involved."

- Flight Lieutenant Tyler Ngapo



Signing off Op Protect

The official withdrawal of NZDF personnel from Managed Isolation and Quarantine (MIQ) duties was recently marked.

LEFT
CPL Alice Gent

RIGHT
SQNLDR Tracy Collins

The ceremony held at Devonport Naval Base officially concluded the Defence Force's service on Operation Protect and recognised the significant contribution our people made to keep New Zealand safe during the pandemic.

Operation Protect has been one of the single largest commitments of personnel made to a response in more than 50 years, with more than 6,200 involved. It is important to reflect on the enormous efforts of our people.

Corporal (CPL) Alice Gent and Squadron Leader (SQNLDR) Tracy Collins spent time working in various roles while deployed on the operation.

Working in a managed isolation facility (MIF), coordinating Defence staff to monitor Auckland's southern border, working in a facility housing Navy and Air Force personnel on security tasks, and working in the management cell for the mission, CPL Gent had a broad knowledge of the operation.

She was deployed to the Grand Millennium in the early days of the MIFs being used to house returnees to the country, resulting in long days for CPL Gent and the team.

"We were doing 16-hour days. We were just trying to find our feet, so we were doing a bit of everything. We were helping out with security, or helping out on the reception desk for the hotel. It was a pretty hectic time in the beginning - we were learning on the go."

The public seemed to be really grateful that Defence Force staff were there to help look after them, CPL Gent said.

Working as the on-site manager in the facility housing Defence staff was her favourite role.

"I was interacting with our own people and basically the job was to look after their morale and look after them. We had people coming through who were struggling and it was cool to be able to be there for them and help them with whatever they needed."



SQNLDR Collins also worked in the Grand Millennium. She had two deployments to the MIF, with the first helping to get it back up and running as a MIF facility after it had closed for a couple of months following Covid cases that had been transmitted between returnees and staff.

“I went in there with my team and we had a weekend to get it up and running again and designated as a MIF before the first returnees arrived on the Tuesday. We had to get the hotel functioning as a MIF with security in place, signage back up, work out how the passengers were going to be checked in, Covid testing processes arranged and all agencies ready to go. The key agencies were nursing staff, security, well-being – and the main one being the hotel.”

SQNLDR Collins' second deployment to the Grand Millennium earlier this year was for six weeks. A permanent Ministry of Business, Innovation and Employment MIF manager was doing the role during business hours, working together during the day, and SQNLDR Collins taking over outside of those hours.

“As a MIF manager you're really there to deal with things that are going wrong. You're dealing with complaints from returnees and managing situations that might crop up. The day-to-day work is dealing with all the queries when flights arrive, whatever time night or day, and coordinating the transportation of Covid-positive returnees to a quarantine facility.

“Working alongside my team and the security staff was a great experience. They gave 100% no matter what time of day or night and were always positive,” she said.

“I enjoyed the interaction with the different agencies, learning about what they did and getting everyone to align and work together. They all took on the challenge in a different way. There's a parallel with working overseas with different militaries and civilian agencies and finding a way to gel together.”

The Defence Force was uniquely positioned to adapt and thrive in that sort of environment, with its training and leadership skills, she said.

“The Defence Force staff adapt to any environment they are put in and they have that Kiwi can-do attitude – but they are also well trained in leadership, in dynamic situations, with other agencies and that they are just able to interact with people professionally all the time. So no matter what the situation is, there is always professionalism at the fore.”

– Squadron Leader Tracy Collins

Hercules and Air Force personnel return from Ukraine support mission



The C-130 Hercules and personnel that were deployed to Europe in support of Ukraine have completed their mission and have returned to New Zealand.

The aircraft and personnel were deployed in April for a period of up to 60 days to conduct missions in support of Ukraine's self-defence.

Over that time, crew on the Hercules carried out 62 flights transporting 256,000 kg of military aid and 92 passengers.

The Air detachment commander Wing Commander Lisa D'Oliveira said the mission had been a success.

"We're really proud to have been making a difference. We went to the UK at an important time and what we have been contributing has been hugely significant. We're pleased to have played our part in working with the international community in supporting Ukraine's self-defence," she said.

The NZDF deployed 86 personnel to the UK and Europe where they have been working with international partners in a range of roles including intelligence, logistics, liaison, artillery training, and air transportation.

This includes personnel based in Germany, working with international partners to cohere and coordinate the movement of donated military aid.

They have been working to ensure equipment donations are in accordance with Ukraine's operational priorities, coordinating the logistics for donations and then matching transport to aid consignments.

Crew on the Hercules were assigned consignments, transporting donated military equipment and stores, including medical stores, between staging points in Europe, from where the aid was taken into Ukraine.

The aircraft was based at Royal Air Force Brize Norton, United Kingdom. Defence Force personnel have not been entering Ukraine.

Approximately 40 personnel travelled back to New Zealand, having completed their deployment. The Hercules, with a crew of nine on board, returned to Base Auckland this weekend late last month.

In May it was announced an NZDF Artillery Training Team would be working alongside UK counterparts to provide training in use of the L119 Light Gun, dial sights and orientation of the weapon for members of the Armed Forces of Ukraine. That training commenced earlier last month.

Game changers

B | CORPORAL
Y | JULIA WHITWELL



Barefoot, kicking the ball to one another across a dusty field, Solomon Islands' children had no idea how the plane flying overhead could change their game.

Among the cargo on board the Air Force C-130 Hercules, were medical supplies the New Zealand High Commission donated to a local hospital and soccer equipment for the New Zealand Police to deliver to Solomon Islands' remote villages.

New Zealand Army logistician and soccer enthusiast Lieutenant (LT) Ben Sinclair is currently deployed to Solomon Islands and both he and his predecessor, LT Logan Trott, coordinated between organisations to ensure the cargo arrived safely.

With his love of the game and his connection with Solomon Islands, LT Sinclair said the tasking struck a chord.

"Growing up playing soccer with kids from other Pacific nations, you could always tell the Solomon Islands kids from the others – both on and off the pitch – by the way they carried themselves," LT Sinclair said.

"Off the pitch, they had great morale, were happy, laughing and good-natured. On the pitch, they set themselves apart by their skill, their strength and their desire to be there. Now that I'm in Solomon Islands, I get to see where they've come from and that I had advantages and opportunities they never had."

"It'll be great to see everyone's efforts come to fruition and watch the local youth fall in love with the sport."

- Lieutenant Ben Sinclair

The soccer equipment includes uniforms, boots and soccer balls, all donated by football clubs in New Zealand and collated by NZ Police personnel deployed in Solomon Islands.

The donation complements existing youth soccer programmes, aimed at improving the livelihood of children through sport.

"There's connection in having the same interests and working towards a common aim, no matter what walk of life they come from. It can be a source of motivation and hope," LT Sinclair said.

"Having these supplies – although the programme is small at the moment – we're hoping it attracts more kids to taking up soccer and can bring the community together."

The soccer supplies from this cargo load will be distributed among remote communities in the province of Malaita, some of the poorest areas of the nation.

To close out his tasking, LT Sinclair is looking forward to seeing the recipients test out their new equipment.

"With playing conditions similar to ours back home, my hope is that we'll soon see Solomon Islands players competing on the world stage."

LEFT

Members of the NZ High Commission, NZ Police, NZDF, and Australian Defence Force unload supplies at Honiara International Airport, Solomon Islands

RIGHT

LT Ben Sinclair sorts through equipment donated by New Zealand soccer clubs to the lumi Play Programme in Solomon Islands

Eyes on the battlefield

WORDS
REBECCA QUILLIAM

PHOTOGRAPHY
CORPORAL DILLON ANDERSON



No. 3 Squadron's latest exercise had crews called to support a fictional South Pacific nation's election. Based north of Waiouru, aircrews faced scenarios of armed hostile forces stationed on the disputed border with another nation, and a mass casualty event.





Simulated reality in exercise

The start of the exercise kicked off with aircrew using the NH90 simulator in a way it had never been used before in a tactical exercise. Although No.3 Squadron aircrew are often exposed to challenging and complicated missions in the simulator, this time the simulator missions are designed to fit seamlessly into the exercise.

In the simulated environment, the aircrew flew over a conflict-ridden nation where armed militia were scattered along the border firing bullets and missiles at the helicopter as it patrolled the area.

Pilots were tested in the dangerous environment, moving quickly out of range of gunfire and banking sharply as warning of approaching missiles came through over their headsets.

Watching the training through screens in the control room and as a storm raged outside, Squadron Leader (SQNLDR) George McInnes said the technology could set the scene and shape the scenarios without having to worry about things like the weather.

“And I guess we can push the pilots and the crew a lot further than we could in the aircraft with seeing different weapon systems’ set-up and higher-level tactical scenario than we would otherwise.”

While training in a real helicopter it is impossible to practise a scenario like having the tail rotor destroyed in flight, he said.

All of New Zealand has been programmed into the graphics, but the central North Island is in high detail – especially the local area around Ohakea and Waiouru.

“It’s especially hard to tell that the graphics are not real during night flying training as the lights are particularly realistic. It’s exactly the same.”

SQNLDR Sam Estall said it was a “major advantage” to have the NH90 simulator at Ohakea and they were able to actively integrate it into the exercise, which was No. 3 Squadron’s annual battlefield support readiness activity.

“We will be using the simulator mainly to conduct training related to the NH90’s self-protection systems.”



“Earlier in the year we conducted live flare firing as part of Exercise Winchester. For this exercise we are using the sim to ensure that our aircrew know how the onboard systems actually respond to various types of threat systems that may be directed towards the aircraft.”

By plugging the simulator missions into the exercise, the same overall scenario that the crews are flying with are used, SQNLDR Estall said.

“Each sim flight will fit into the wider exercise scenario as if it was a routine battlefield support task conducted in the real aircraft.”

After each simulator mission, the crews will debrief with the No. 230 Squadron integrated mission support team. The information that they provide about the various threats encountered will help the intelligence team to build a picture of the threat to air operations in the area of operations, just like a real deployed operation, he said.

“Crews will then use the analysis provided to them by No. 230 Squadron team to make tactical decisions about how to fly missions in the real aircraft during the remainder of the exercise.”

In addition to the self-protection aspect, the simulator missions give the instructors the opportunity to carefully control the weather and introduce aircraft system failures or emergencies to further test aircrew decision-making, SQNLDR Estall said.

“In future, we will probably continue to actively integrate the sim into our squadron exercises.

“While the simulator is not a substitute for the real aircraft, it allows us to do things that would be too dangerous or impractical to train in the real world. By using it innovatively we can make best use of our time in the real aircraft.”

“We can crash-land the simulator all day and we’re not going to hurt ourselves – which is a big reason why we use it. But also, for this simulation for the tactical scenario, it enables us to be able to push a bit further than we would otherwise.”

–Squadron Leader George McInnes

LEFT
Training inside the NH90 flight simulator

RIGHT
Helicopter loadmaster CPL Jenn Harley training in the simulator

Facing down the threats



Detachment Commander Squadron Leader Dan Pezaro said the annual readiness training mirrored real life situations No. 3 Squadron has been called to.

LEFT
Aeromedical training

MIDDLE
Hot-fuelling the NH90 during the exercise

TOP AND BOTTOM RIGHT
Aeromedical training

“The squadron has been called upon many times in the past to aid developing nations, especially when there has been challenges to the international rules-based order and stability of government.

“In this exercise we created some fictional nations with a contested area that we were operating in, supporting a hypothetical national election through security and logistics support.”

MAG 58 machine guns were fitted to the NH90 helicopters and all personnel in exercise were armed.

The military-focussed tactical scenario practised humanitarian assistance and stability augmentation operations, in line with the Government’s Pacific plan, Squadron Leader (SQNLDR) Pezaro said.

“One of the simulations involved some hostile people operating in a contested area of land within one of the nations. They were operating with mostly small arms threat to our NH90 helicopters, so we used tactics to avoid the threats through either low-flying or staying high and away from the areas with known enemy activity. We’re also using

the aircraft’s self-defence systems to mitigate any threats that are posed.”

The NH90s are fitted with an electronic warfare suite that can be used against a threat to the aircraft of up to and including surface-to-air missiles and other guided devices.

Included in the exercise were enabling units including the refuelling unit, logistics, security forces and medics.

NH90 co-pilot Flying Officer (FGOFF) Brandon Marr spoke to *Air Force News* at the beginning of the exercise and said they had set up a base of operations and crews were planning missions, delegating jobs and briefing teams.

“We get intelligence updates every day that tell us where any enemy forces may be in the area where we’re operating. Whatever the job entails we’re always curious as to where they might be. So it’s up to our intelligence team to tell us where they could potentially be or where they have been spotted.”

Aircrews would be on the lookout for both enemy personnel and electronic warfare systems, FGOFF Marr said.



“Hostile forces attempting to blend in with the civilian population are a major threat in this environment when we go out on a mission.”

“They could be using radars to track us or there could be issues with our radios being jammed so we won’t be able to talk with our command back at base.

“Likewise, there could be hostile scouts reporting when we’re approaching a landing zone, meaning that enemy forces could then engage us on the ground when we are vulnerable,” he said.

“It’s exciting to see another side of what we can do in the NH90 and how we can support nations in the Pacific.”

One of the big challenges the exercise would face in Waiouru would be the weather, which was unpredictable during winter, he said.

“It can be sunny one moment and then low cloud and rain can roll in the next minute. It makes our decision-making a little bit harder on when to fly and do the mission, or if we wait the weather out.”

Helicopter loadmaster Corporal (CPL) Jarrod Milligan said the exercise was an opportunity to consolidate all previous training.

“So it could be moving personnel and equipment around the battlefield, building a greater awareness of the threat environment, and what our response is when we use door guns.

“I did MAG 58 training a few months ago, it’s really the first opportunity to use it in a battlefield scenario. The battlefield support element is one of our main outputs, so deploying here and being away from Ohakea is our way of showing we can do it.”

Being able to train in battlefield conditions over the past few years had been limited because of Covid, so getting back into the training was welcome, CPL Milligan said.

Inclement weather would be a big challenge to the team and could result in low-flying.

“We will need to maintain safety at all times. And the enemy threat is always present here. A lot of lessons are being learned about the systems in the aircraft and how we can implement them better.

“I’m looking forward to getting out there with the troops and providing the output that we’re here to do. It’s a real joint exercise with the Army and we rely heavily on them – they are the element that we’re supporting. It’s always great to train together.”



Ground control

The backbone of the exercise are the ground trades that support the aircrews. Teams from No. 230 Squadron supply communication links and intelligence information, the armament team looks after weapons, maintainers are crucial in keeping the helicopters running in the austere environment and security forces protect the valuable assets.

Flying Officer (FGOFF) Ben Riedstra from Communications and Information Systems Flight said the unit was primarily there to provide information systems support.

“We set up the operations room with all the internal computer systems so the aircrew and intelligence can do planning and access email and all the normal things you do in an office environment. The other side of what we do is set up communications support.

“We provide flight-follow to the aircraft, which includes search and rescue watch. They are contacting us every 30 minutes to tell us whenever they are at a point of interest, where they are and what their next intentions are, so if their aircraft was to go down, in scenario being shot down or in real life if it is lost, then we have an idea on where they are.”

The unit also set up the internet by running a 3G/4G system.

“Our communication with the aircraft is done by using high frequency, which has been used since World War II, it’s pretty reliable. All our communication with the aircraft is using encrypted high frequency, but we have a back-up system of military satellite communications, which uses a global

satellite network, which bounces our comms down to the aircraft,” he said.

“The reason we are using two completely contrasting technologies, one very new, one very old, is because high frequency is very fussy with the atmospheric conditions and satellite communications are very finicky. We’ve got to plan and jump between frequencies and technologies to fine-tune what works best with the conditions and atmosphere and mission being undertaken.”

A No. 230 Squadron intelligence officer said the team supports the helicopter crews by keeping an eye on the environment they are operating in.

“In this case it’s any threats to the helicopter. That can be anything from geospatial threats, so knowing where the powerlines are, through to if there is a hostile force on the ground. We tell them what their capabilities are, what their intent might be to target us and potentially providing some recommendations to the crews on how we can reduce the hostile force’s opportunity to target us in a way that might harm our operations.”



The intelligence officer also works on creating the scenarios used in exercise.

“When we come up with these scenarios we don’t make up a totally fictional place, they are based on reality. We think about real scenarios we might deploy to or we have deployed to in the past or our partners’ forces might be deployed to. So we take a mixture of real elements,” she said.

Armament technician Corporal (CPL) Robert Kernohan said the team made use of a deployable armament container, attached to a Unimog.

“We issue guns out of there. We’ve got a weapon storage capability and a workshop set-up. Depending on the scenario depends on how many weapons we issue,” he said.

“We’ve got the machine guns – the MAG 58s for the NH90s – and the personal weapons, the Mars-L rifles and Glock pistols.

“As far as maintenance goes, if they bring back a broken weapon, we’ve got a small amount of supplies to be able to repair them,” CPL Kernohan said.



“The scenario we are training for is that we are supporting a partner nation. We are exercising as if we have been invited by a host country to provide security and logistic support for them.”

– *Intelligence officer*

Aircraft mechanic Aircraftman (AC) Sean van Sittert said it was important to keep up with the day-to-day maintenance and pre-checks of the helicopters, fixing any minor problems.

“The weather is a big issue in Waiouru, normally in Ohakea we have the helicopters in the hangars most of the time, so we don’t have to put on any tie-downs or anything or equipment to stop water or animals getting inside. We’ve got to make sure the wind doesn’t damage any of the blades, we need to keep them tied down.

“The other difference is we are limited on resources. We’ve brought what we can, but obviously we can’t get into in-depth maintenance while we are on a base like this where we don’t have all our stores. Which is exactly how it would be if we were deployed to a foreign nation,” AC van Sittert said.

Security Forces operator AC Jack Grundy said his main role was around aircraft security.

“Aircrew and maintainers can’t be out with the aircraft all night and that’s where we come in. The dog team is also here. They’ll come out and do work around the aircraft as well, as extra security.

“We are also participating in some of the smaller scenarios and exercises out in the field. We’re about to go out and do a scenario where the security forces team are either the enemy or friendly party.”

LEFT

Security forces personnel and a military working dog keep an eye on the helicopters

MIDDLE

Refuellers roll a deployable container of fuel to the refuelling site

RIGHT

An NH90 is getting ready for the next sortie

Long journey for electronic warfare rig

B | FLYING OFFICER
Y | STEPHANIE TAYLOR

In 2015 Warrant Officer Glen Moratti, former Section Commander Electronic Warfare Support Section at No. 230 Mission Support Squadron, identified an opportunity for capability enhancement using a test rig to verify our SH-2G(I) mission data libraries without relying on the aircraft to do so.



And so the project began! Little did we know that this lightbulb moment would result in seven years of hard slog and collaboration between the Defence Force and Beca.

Initially it was envisioned that we could acquire the test rig that the Australian Defence Force used to support their Seahawk, which used the same hardware, but unfortunately due to intellectual property issues we were not able to.

In late 2015, a proposal for a full system design was turned down, largely due to cost. A revised proposal for a cut down design was approved in October 2018 and the project was officially stood up. Our last administrative hurdle was approval for Beca to access the hardware, which was achieved through the US State Department updating the Manufacturing License Agreement.

Using aircraft Line Replaceable Units (LRUs), No. 230 Squadron subject matter experts designed the test rig so that it would ensure the integrity of the receiver and processing chain and be a true representation of the aircraft installation.

All that was needed then, was a front end that read and understood the data words and could provide a suitable graphical user interface. This would then provide mission assurance to the Electronic Warfare data libraries.

Beca analysed the aircraft front end architecture to assess what could be emulated in the test rig, including the electronic support measures, and established what was actually feasible. From here, it was as simple as building it!

Throughout the project, we found innovative solutions to overcome obsolescence and financial challenges. Avionics Squadron Auckland produced all of the cabling to military specifications, and even produced a socket using 3D printing. The chassis was created and tested using commercial off-the-shelf software and hardware to reduce costs.



“The SH-2G(I) test rig is now used to functionally test mission data libraries, creating mission assurance allowing the Defence Force to assure safe operations within contested tactical maritime environments.”

The software was created with an agile, loop-based, iterative design. The last stage, the acceptance testing agreed by No. 230 Squadron and Beca, was achieved through building a mission data library and testing this data against very complex models in order to test the full functionality of the system. In April 2022, the test rig passed its acceptance test.

Additionally, it can be used for off aircraft fault confirmation, which also eliminates any variations of the aircraft configuration between the frames, enabling us to prove the faults in LRUs before sending them away for repair.

The test rig architecture was designed to allow the rig to be updated and advanced to further enhance the capability as the NZDF adapts to a continually changing operating environment.

No project takes seven years without the hindrance of many challenges. Our project team was split across Auckland and the Manawatū. Covid-19 forced us online and we turned to remote collaboration to achieve completion of the task.

Collaboration was the key to our success, through relationships and shared values.

In addition to the stakeholders already mentioned, No. 6 Squadron Avionics delivered information on buttons and sequencing, the Directorate of Project Engineering and Certification provided information on the aircraft design, No. 230 Squadron provided subject matter expertise on mission data libraries and the verification process, and the Australian Defence Force provided introduction into service documents for the aircraft.

“The project leveraged Beca’s long-standing relationship in providing software engineering solutions for the P-3K2 Orion and the SH-2G(I) Seasprite. However, the real success was due to the close, established working relationships between the Beca project team, software engineers, and No. 230 Squadron personnel,” Beca project lead Sam Knight said.

All members of the Beca project team, with the exception of Jeon Chow, are previous serving Air Force members, all from the Electronic Warfare and Avionics trades.

Collaboration between Beca and the NZDF is optimised through shared values, which were very much on display for the duration of this project, and gave us a solid foundation for success. Beca’s tenacity, partnership, enjoyment and care has obvious alignment with our values of courage, commitment, comradeship and integrity. This relationship will continue to flourish and be of significant value to the Defence Force.

Military Police CO brings world of experience

B | EDITOR
Y | REBECCA QUILLIAM

The new Commanding Officer of the Joint Military Police Unit has had a wealth of experiences working in two air forces a globe apart.



Wing Commander (WGCDR) Derek Peel took on the role at the Change of Command ceremony at Trentham last month. But his journey to head the unit started more than 30 years ago in the small seaside town of Morecambe in the northwest English county of Lancashire.

“Originally I was going to apply for the Lancashire Constabulary to be a policeman. But then I met a lad who had just joined the Royal Air Force (RAF) and told me about the lifestyle and all the places they go to.”

After discovering the RAF had a strong policing unit, which offered a career filled with travel, the 23-year-old decided to enlist.

“It seemed like a good option at that stage, but I always had the intention of joining Lancashire Constabulary once I’d got that experience under my belt. But once I got the travel bug and started doing different things, here we are 31 years later in a different air force on the other side of the world.”

His RAF career spanned 16 years over six different air bases around England, Germany and Northern Ireland and two deployments to the former Republic of Yugoslavia.

“I helped to police both small and large RAF bases, the largest being RAF Laarbruch in Germany where there were about 2,500 uniformed personnel and their families, all of whom were subject to Armed Forces law,” WGCDR Peel said.

“I also specialised as an RAF Police Air Transport Security specialist conducting short term deployments to mainland Europe, North and South America, Africa and the Middle East, protecting RAF personnel and assets.”

The seed to travel to New Zealand and join the RNZAF was sown 10 years before he actually made the move to pack up and travel across the globe with his wife and three children.

“I worked with the Kiwis in Bosnia in 1995, just at the end of the UN mission. The Kiwis had the best bar in the barracks. We were invited to it because it was a good way of keeping an eye on the British soldiers who were using it as well.”



After chatting with a NZ Army Warrant Officer, who suggested WGCDR Peel think about applying to the NZDF as it was always on the look-out for good people, he wrote a letter to his wife and asked her how she fancied moving to New Zealand.

"We had a bit of a laugh about it, but when I got home I forgot about it. And then in 2005 I was in Northern Ireland working in the Air Transport Security Section in Aldergrove and I met an RNZAF Flight Sergeant from Air Security.

"I asked him if they were still recruiting people from overseas and he gave me the name of a Warrant Officer in Wellington who said they were currently actively recruiting people from the UK."

After a discussion with his wife and children, the family decided to give it a shot and start the process of applying for a position in the RNZAF.

"It all worked out very well. Two years later I left the RAF to join the RNZAF as an Air Security (Police) NCO, arriving as a Corporal posted to Ohakea. I was promoted to Sergeant in December 2008 and commissioned in July 2009."



WGCDR Peel's New Zealand career has seen a number of significant roles including Officer in Charge of a number of high profile serious investigations, the RNZAF security lead for the visits of the Duke and Duchess of Cambridge in 2014, and the Prince of Wales and Duchess of Cornwall in 2015 and, Security Director for the 2017 Military Air Tattoo held at RNZAF Base Ohakea.

In his latest role, WGCDR Peel said he was focussed on what he could do to enable and support his staff.

"It's about what I can do to ensure that they are protected while they are out doing what can be a dangerous role. There's always the chance of physical harm when they are out dealing with the unknown, or with somebody who is feeling particularly low at that moment, or has drunk too much or has taken some sort of substance because they are not in a good space – you just don't know how they are going to react."

"I want my people to be as safe as possible and my job is to do everything I can to make sure they are fully empowered and protected when they are doing the job."

LEFT
Military Police Change of Command Parade at Trentham

RIGHT
WGCDR Peel in his role as Military Police Commanding Officer

85

YEARS OF SERVICE

Flying Officer Jack Marshall DFC 1939 – 1944

B | EDITOR
Y | REBECCA QUILLIAM

Working as a tail gunner in Bomber Command during World War II, chances were high that Jack Marshall would not return home. However, after two tours and 46 missions, he did.

“The chance of survival was only one in three. In Bomber Command we lost more men than the British Army did. That makes you think, doesn't it? I must be one of the luckiest guys in the world to have survived,” the 101-year-old said.

London-born, Mr Marshall moved to Napier in Hawke's Bay as a teenager after his father retired as a telegraphist. He enlisted with the Royal New Zealand Air Force in December 1939 and flew out to Britain where he became part of the Royal Air Force.

“I joined for the adventure, I think. I had a sense of adventure at that age, I was only 19. Unfortunately the two young men I shared a cabin with didn't come back. I joined as a tail gunner. I could have gone to a pilot's course, but that meant something like six weeks in Canada and I didn't fancy that.”

In his first tour, Mr Marshall was based at the Royal Air Force (RAF) base in Marham Norfolk, flying in Vickers Wellington aircraft. His second stint had him posted to an RAF base at Oakington, just outside of Cambridge, flying in Short Stirlings. During that tour, Mr Marshall flew alongside New Zealand flying great Fraser Barron, a pilot with Bomber Command.

“He was a wonderful guy. It was very sad when he was killed over Le Mans, in northwest France.”

Mr Marshall and Wing Commander Barron were members of the Pathfinder Force, who were responsible for going ahead of the main force and marking targets. The main force then would fly in and bomb the markers.

One mission, on a flight to Genoa in Italy, has always stuck with Mr Marshall.

“We were approaching the Alps and the plane started to ice up badly – of course that means you can't climb very high.”

The crew decided to alter the course to find a pass to go through the range, which meant gaining about 40 minutes extra flying time.

“Anyway, we went down to Genoa and bombed German ships – the Germans were using Genoa for refuelling at the time. The exciting part was that as we touched down on our return to the base, three of the engines cut out. The ground staff were looking at it the next morning and reckoned we only had about three or four minutes left of fuel. That's cutting it fine.”

Mr Marshall also lays claim to being one of the only airmen in the Air Force, “probably any air force” who swore at a Commanding Officer and got away with it.

“We were cruising along, going to Berlin I think, and we had this brass hat on board who was determined to see what it was like. He's chatting away to the pilot and flak (anti-aircraft fire) was coming up. I was watching it and it was just about on my turret, so I had to do something, so I said: ‘for Christ's sake shut up and put it into a diving turn skipper!’, and he put it into a diving turn and we got away from it. I often laugh about that.”

Another memorable part of the war for Mr Marshall was meeting his wife Molly.

“I met Molly at a place called Leigh-on-Sea in Essex. I took one look at her and thought, ‘I'm going to marry this girl’. We had 71 years of a wonderful marriage. Unfortunately she died about nine years ago.

“We had a wonderful partnership. We've got three kids, six grandchildren and six great-grandchildren.”

Returning with Molly to New Zealand after finishing his deployment in 1944, Mr Marshall thought he had come away unscathed. But it turns out the battle scars ran deep.

“We were visiting my parents in Wellington and dad had a go at me because I hadn't written to my cobbler's mother. I said I hadn't written yet and he said, ‘Well you ought to be ashamed of yourself’. And my Adam's apple came up and I ran out to the kitchen and sobbed like a baby. I had no idea I was affected that way.”

In 1943 Mr Marshall was awarded a Distinguished Flying Cross. The citation for the award read: “A keenness and desire to engage the enemy were qualities displayed at all times by Flying Officer Jack Marshall”.

Next month Mr Marshall will turn 102.

“I'd be one of the oldest veterans, I suppose. I don't know how many of us there are left – we're getting pretty thin.”



“The targets were railway sidings, ammunition factories and petrol installations – anything that would help the Germans win the war.”



Sailing along the runway

B | FLIGHT SERGEANT
Y | DEAN HART

Emirates Team New Zealand has been testing a very weird looking craft at Base Auckland in their bid to break the wind-powered land speed world record. A small team of Air Force personnel were on hand to help out for two weeks of testing on the runway before they head to Australia for a shot at making history.

The vehicle rolls into the hangar on a huge trailer in several parts and is unloaded onto the concrete floor. Wings and wheels are manoeuvred around and slotted together like a finely machined jigsaw puzzle. The entire vehicle is rolled on its side to install the wing sail and suddenly it is upright and ready to run.

It's mostly constructed from carbon fibre, with steel frames being used to hold the wheels and suspension. Carbon fibre is mainly used for its strength and not so much for its weight in this application as the team has to add even more weight to keep it from tipping over. Huge lead weights are installed next to the outrigger wheel to counteract the one-tonne side load generated by the wing. The outrigger weighs 860kg but is lifted off the ground effortlessly in a big gust.

The cockpit is tiny, built specifically around the driver, thwarting my attempt to volunteer as a reserve. The controls are surprisingly simple. A steering wheel turns left and right. The right hand pedal applies pressure to two big Wildwood brake callipers squeezing sprint car discs in the rear. The left hand pedal applies pressure to the trim tab on the sail wing turning it in one direction.

A small lever on the right hand side of the steering wheel releases the pressure on the trim tab moving it back the other way. Two gauges show GPS speed and wing angle. And that's it, no switches, buttons, or lights. No engine, no fuel, no noise. Apparently that's all you need to run over 200km/h and an impressive four times faster than the wind that's powering you. The designer Guillaume Verdier, one of the men responsible for the foiling monohull concept, has come up with another masterpiece.

Despite there being almost no wind at Whenuapai over the past few months, Emirates Team New Zealand nails the weather forecast and shows up just in time for a 44-knot day where they get some great acceleration out of the vehicle. Shore crew manager Sean Regan pulls out his phone and starts scrolling through weather apps, rain radars and surface pressure maps. Good wind conditions are on the way from Northland in an hour. The team definitely have the upper hand on wind speed prediction.

Some dark clouds show up and it starts to rain a little. Vehicle driver and Emirates Team New Zealand land speed pilot Glenn Ashby is happy.



“A little rain is good to make it slippery, it simulates the grip level we will have on the salt in Australia,” he said.

Over the week the car is constantly adjusted. Weights are moved around to correct handling, then a few more runs and the wing sail is trimmed to correct the angle of attack. In the morning a much larger change – the entire chassis is split in half and a metre of vehicle length is removed from the centre to move the rear wheels closer to the wing in an attempt to reduce load on the front wheel and reduce understeer.

Mechanically it's all fairly reliable for a prototype vehicle although the steering rack starts coming loose and the team head back to the hangar to diagnose the problem. The entire front wheel and suspension assembly is removed to allow access to the steering rack which itself is quickly disassembled. Discussions with the engineer, the mechanics working on it and a few nearby Air Force aircraft technicians are had around the correct torque settings. The front end is quickly back together and we are out for another run.

The Air Force personnel are stationed in each of the two chase vehicles, co-ordinating movements on the airfield with the control tower and base operations. Glenn is hunting efficient wind angles and we quickly head from the main runway to the cross runway to see if it's any better.

The wind is heading in two different directions at once and both runways have wind right on the nose of the vehicle. Glenn tries a different tack, literally. He starts tacking the car up the main runway in order to gain speed during bear away, turns and puffs and other nautical terminology that had me trying to remember “Jack speak” from a tour on Te Kaha many years ago. The idea works and Glenn accelerates away from us – another trick to add to the knowledge database in Glenn's head to be pulled out in a future situation when required.

With the testing all finished, the team de-rig and pack up the trailer to prepare for the trip to the middle of nowhere. Lake Gardiner, around 500km northwest of Adelaide, Australia hosts 20km of flat salt and a chance at a world record. We wish them well!

“Reaching 128km/h on the limited runway, the test proved the vehicle was up to be pushed much harder during the real time trials.”

LEFT
Emirates Team New Zealand's wind powered land speed craft Horonuku is tested at Base Auckland

MIDDLE
In Horonuku's driving seat

RIGHT
(L-R) Glenn Ashby, F/S Dean Hart



Balancing worlds

BY EDITOR REBECCA QUILLIAM

Working full time as a Communications and Information Systems Officer and being a dad to four boys aged between 14 and nearly one, it's hard to know how Squadron Leader Mark Elrick finds the time to also volunteer at his local fire brigade.

The qualified firefighter has volunteered his time at Feilding's Urban Firefighter Brigade for the past four and a half years, and is qualified as a driver, pump operator and operational firefighter. He has attended roughly 100 calls a year since joining the brigade.

"Volunteering, being a dad and working full-time keeps me out of trouble," Squadron Leader (SQNLDR) Elrick laughed.

"A lot of the calls happen in the weekends or at nighttime. I'm fortunate enough at the moment where I have a fairly flexible schedule where I can work from home some days and my boss is kind enough to say, if I've got the capacity I can respond and that helps during the daytime."

Organisations like the Air Force and Fire and Emergency New Zealand (FENZ) have the same community focus, dedication to service and professionalism, "so I guess that's what drew me to it," he said.

Before joining the Air Force, SQNLDR Elrick also volunteered with St John's and learned skills that were transferable to the fire brigade.

"When I joined FENZ there was a Memorandum of Understanding with St John's, so we responded to a lot of medical calls – last week I went to two CPR assists as well. The medical calls that have a happy ending are the memorable and rewarding jobs.

"Also going to a house where a fire is just starting and everyone's outside upset and worried and you come and save the property – those days I go home quite happy."

Playing an active role in the small Manawatū community also appealed to SQNLDR Elrick.

"It's not all about riding the trucks. We help install a lot of smoke alarms in the elderly community, deliver fire wise education in schools and conduct risk assessments. All of these help in preventing fire-related damage in the local community.

"A lot of the time there are unfortunately not great endings, so when there's a positive result it's really rewarding."

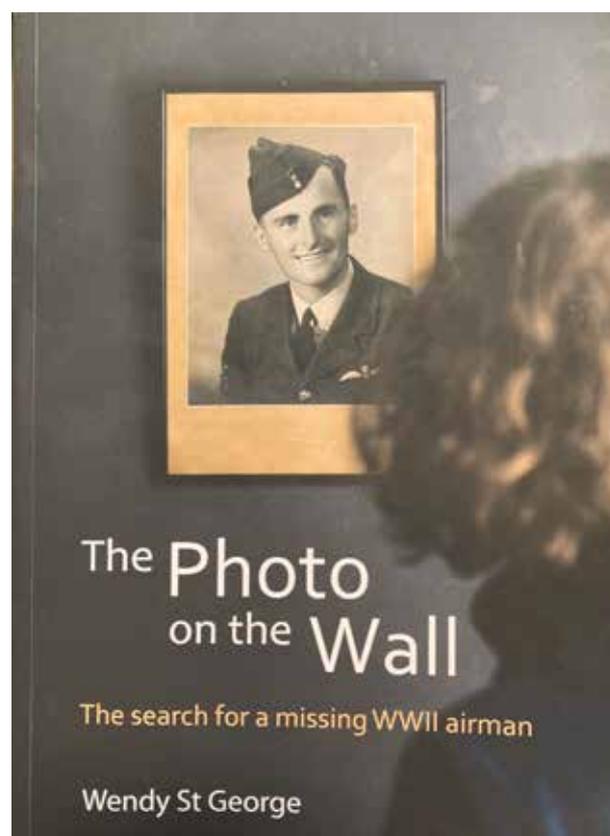
"I also really enjoy deployments and working hands-on with the tools, but as an officer you focus on leading the capability and team, so it's quite nice for me as an officer to go in as an operator."

Both the Air Force and FENZ bring different elements to their roles, which is something SQNLDR Elrick has been able to transfer across.

"The cool thing is I can bring a lot of the Air Force procedures over to it as well, like the recruitment process and training. Likewise there's some really good stuff that FENZ does with welfare and comradery that I can transfer to the Air Force. It balances those worlds."

The Photo on the Wall: The search for a missing WWII airman

BY WENDY ST GEORGE
PUBLISHED BY RIVER PRESS



Growing up in rural New Zealand, Wendy St George had always been mindful of a black and white portrait photo of a young man in an RNZAF uniform which hung in her parents' house.

Wendy knew him to be her mother's only brother who had been killed in the war, but apart from that, and the grief his death had caused his parents, nothing more was said, or known about him.

On television one night almost 50 years after his death, Wendy saw a story detailing the discovery of a long lost Kiwi airman's final resting place in Europe. The story sparked Wendy's curiosity about her uncle's fate and got her wondering if she would be able to find out more, possibly even determining where his body lay, all these years later.

Armed with this burning curiosity and, as is obvious from the text, plenty of common sense, Wendy set out to see what she could find. Without an understanding of defence records or research, Wendy took a less traditional approach than an experienced researcher might take.

Clearly tenacious and driven, Wendy sent a large number of emails to a vast network of people worldwide who may have an interest or an ability to help in her quest. A real breakthrough at the beginning of her search was finding the sole survivor of her uncle's crashed flight. As per many WWII missions, the crew on that flight were a mix of nationalities and the only survivor was a British airman who escaped the plane as it started to crash. Ron Wisson proved to be a phenomenal source of information for Wendy about her uncle and life in the allied air forces during the war.

Eventually, Wendy's emails, networking and searching paid off when many years after beginning her quest, the final crash site of her uncle's plane was found. A partially crushed RNZAF badge, which had been her uncle's hat badge, was recovered from the site and was sent to Wendy. It became the only tangible link the family had with his death.

The story is told in the emails which were sent and received by Wendy during her quest. This is a slightly unusual format and takes some initial getting used to when you start the book, but they have been well edited and as a result, the text flows smoothly and reads well. The book itself is extremely well designed, illustrated and laid out and finished to a very high standard, all of which aids the story telling. Make no mistake, it is a great story of one woman's tenacity which ultimately resulted in her filling a massive gap in her family story, but it is very much more the story of a determined keyboard warrior than that of a modern day, Indiana Jones.

– *Reviewed by Jeremy Seed*

Meet the team: Directorate of People & Culture – Air Staff

The Directorate of People and Culture is a newly established sub-portfolio within the office of Assistant Chief of Air Force, Training and Support. It provides a principal advisor on gender issues and is the Air champion for Diversity and Inclusion, Cultural matters and RNZAF Mentoring.



**DIRECTOR PEOPLE & CULTURE,
AIR STAFF**
WING COMMANDER JEN ROSS

Te Tari Ringatohu Mana Tāngata

Kia ora, tēnā koutou katoa. Our intent is to provide our Air Force whānau with a dedicated, strategic resource in order to advance a range of 'people-focussed' initiatives deemed essential to ensuring the Air Force's operational effectiveness, which include supporting the delivery of a diverse workforce, enhancing a culturally safe and values-driven workplace, and embracing the principles of Te Tiriti o Waitangi.

In order to deliver on these initiatives, I work collaboratively with my team.

MĀORI CULTURAL ADVISOR (F)
FLIGHT LIEUTENANT
BRAD ANDERSON

Mana Māori

The main objectives for the Mana Māori is to protect and promote the Māori culture within the Air Force. Protecting the culture by ensuring that kawa (protocols) and tikanga (customs) are upheld, and that the principles of Te Tiriti o Waitangi (The Treaty of Waitangi) are sustained.

We promote the culture by offering all Air Force personnel the opportunity to learn, celebrate and participate in cultural learning and outputs. As we grow the cultural competency of our people, we will empower our personnel to sustain a bi-cultural RNZAF that ultimately projects organisational pride.

RNZAF DIVERSITY & INCLUSION
SQUADRON LEADER
SARAH COLLINS

Mana Kanorau

The differences we bring as individuals constitute the value we add to the Air Force. High performing organisations are at their best when their people represent a wide range of backgrounds, viewpoints and experiences. Being a high performing workplace is about participation, fostering an inclusive environment, where those viewpoints and experiences are valued and respected, and where opportunities are equitable and unhindered so that every person can reach their full potential.

A key focus for the portfolio in the coming months is to continue to grow our employee-led networks. These networks are about connection, sharing experiences, personal development, supporting each other and finding ways to influence change.



“If you identify a people-focussed initiative that you would like the Air Force to investigate, please reach out to one of the team to explore this further.”

- Wing Commander Jen Ross

RNZAF MENTORING PROGRAMME MANAGER
WARRANT OFFICER
TRACEY MELVIN

Mana Tuakana

Our programme is led by a Programme Manager and a group of passionate and dedicated volunteers in our Mentoring Advisory Teams. Being a part of the programme is voluntary for both mentees and mentors and includes both a Mentoring Foundation Workshop and the opportunity to attend Continuous Professional Development (CPD) sessions. This year, we are implementing a new Advanced Mentoring/Coaching Workshop for mentors, with the opportunity for our more experienced individuals to gain an internationally recognised civilian qualification in Coaching and Mentoring.

SCHOOL TO SKIES
FLIGHT LIEUTENANT
EMMA RAVEN

Mana Taiohi

School to Skies aims to attract a workforce that is highly skilled, diverse and future ready. To do this, and with a focus on technology and aviation, our team helps ensure the Air Force remains competitive in the talent market with a strong focus on attracting wāhine, Māori, Pasifika and Asian minority groups to our organisation.

Each year, we introduce female students in Year 13 to the potential that an RNZAF career can bring by providing them with a fully immersive, hands-on technical and aviation experience. We also invite teachers to the camps to teach them how to teach STEM (Science, Technology, Engineering, and Maths) with an aviation focus.

We connect with young people aged 11-12yrs through our “On the Road” programme, inspiring them to continue their learning and aspire to STEM career pathways.

DEFENCE COMMUNITY FACILITATOR AIR WELLINGTON
LINLEY WILLIAMS

Mana Manaaki

DCF Air Wellington enables and supports all members (military/civilian) and their families with the opportunity to meet and connect with other Air Force and Defence Force families in the Wellington region. This is achieved by providing events, activities and educational opportunities that enhance individual, family and Air Force community wellbeing. Each Base has a DCF who can provide you with guidance and information on all the NZDF and external support services which are available for our members and their families.

LEFT
(L-R) Linley Williams, SQNLDR Sarah Collins, W/OCDR Jen Ross, W/O Tracey Melvin

RIGHT
FLTLT Emma Raven, FLTLT Brad Anderson



Remembering the Ball Pass Avalanche

B | AIR FORCE MUSEUM OF NEW ZEALAND
Y | MURRAY MCGUIGAN

On the afternoon of 23 July 1975, a deep slab avalanche occurred at the head of Ball Passa on Aoraki/Mount Cook. Tonnes of snow and ice slid down the slope face, directly into a group of RNZAF personnel on a training exercise.

RIGHT
No. 3 Squadron Iroquois landing on the Tasman Glacier during a No. 40 Squadron exercise at Ball Hut, Mount Cook National Park

Aircrew from No. 40 Squadron made up most of those taking part in Exercise Cook 6, the winter survival course that formed part of their preparation for flying C-130 Hercules aircraft to Antarctica. The exercise was organised and run by the Air Force, with experienced alpine guides serving as instructors.

The morning's activities consisted of basic snowcraft on lower slopes, and in the afternoon, participants were flown to the Ball Pass area where they were to build snow caves, with the intention of staying out overnight. Conditions were perfect for caving and the crew was working in small groups on the east-north-east facing slope at an elevation of about 2,100m when the avalanche hit.

Most were able to 'swim' with the snow, eventually freeing themselves and digging out those they could see. However, Sergeants Geoffrey Boyd and Brian Cottew, and Flight Lieutenants Paul Gazley and Peter Hunnibell had been in the tunnels when the slide began and were buried more deeply. Working together, the rest of the team recovered all but two of the buried men.

Personnel from No. 3 Squadron – who had earlier been supporting other aspects of the exercise – began ferrying park rangers and rescue equipment to the site.

The two remaining men were located and flying continued into the night, with the last party of rangers brought off the mountain the next morning.

Unfortunately, despite the best efforts of Air Force medics, a doctor on site, and all those involved, none of the four buried men survived.

A funeral for Sergeants Boyd and Cottew and Flight Lieutenant Hunnibell was held at Whenuapai on 28 July, and Flight Lieutenant Gazley was farewelled at a service in Blenheim on 26 July. Gazley was an instructor on the course, and in January 1973 had already survived being buried for 11 hours in an avalanche at Noleen Glacier, Aoraki/Mt Cook.

The event had long-term impacts, including prompting the formation of the Mountain Safety Council's Snow and Avalanche Committee.

Squadron Leader Bruce Tayler of No. 40 Squadron, later wrote to Flight Lieutenant Gazley's widow, Karen:

"I don't think I have ever seen a group of people work so hard to look for their friends... My squadron do not talk about it much now but I know that they all still think about it and remember."

2023 Invictus Games

B | SENIOR COMMUNICATIONS ADVISOR
Y | CHARLENE WILLIAMSON

Next year the New Zealand Defence Force will send a team of 22 athletes to the Invictus Games in Düsseldorf, Germany. The team will consist of both current serving and ex-serving men and women of the NZDF.



FOLLOW THE TEAM

Our team's journey can be followed on [facebook.com/NZInvictusTeam](https://www.facebook.com/NZInvictusTeam)

Chief of Army Major General (MAJGEN) John Boswell has been appointed the new Head of Mission for the 2023 team.

"The Invictus Games is an inspiring event and it is an absolute honour to be appointed the NZDF Head of Mission.

"I am really looking forward to getting together with the team and supporting them in any way I can, to get the most out of this very special event," he said.

The Defence Force did not send a team to the 2022 Games in The Hague. In mid-2021 the NZDF Adaptive Sport Committee made the decision not to participate in The Hague Games and instead concentrate efforts on Düsseldorf.

There were a number of factors that came into the decision at the time including the continued uncertainty surrounding Covid and the borders. They were also extremely conscious of the health and wellbeing of the athletes and their families so needed to provide them certainty.

It was decided at the time, that those athletes who had been selected to participate in the original 2020 Games (which were deferred to 2022 due to

Covid) would be afforded preferential selection, so long as there had been no substantive change in health status. "The men and women who have been selected for the 2023 Games have already overcome significant challenges.

"How cool is it that they are now stepping up to the challenge that is Invictus. It is humbling to be in a position to support them as they prepare for the Games," said MAJGEN Boswell.

Under the motto "A home for respect" the city of Düsseldorf, together with the German Armed Forces, will welcome about 500 competitors from more than 20 nations to compete in ten disciplines in September 2023.

LEFT

F/S Stacey Adam previously training at Linton Military Camp

TOP RIGHT

F/S Mike Cotton previously training at Linton Military Camp

BOTTOM RIGHT

F/S Andrea McNabb previously doing weightlifting training at Linton Military Camp

Supporting local conservation efforts

B | SENIOR COMMUNICATIONS ADVISOR
Y | CHARLENE WILLIAMSON



Personnel from No. 230 Squadron have been out in the Northland town of Mangawhai recently helping progress important conservation work that benefits the local community.

They spent a week assisting the volunteers of Piroa-Brynderwyns Landcare and the infamous Wairahi Tracks Charitable Trust or ‘trackies’, to cut a new track along the Te Araroa trail, which runs from Cape Reinga to Bluff.

Flight Lieutenant (FLTLT) Mike Jeffcoat said the squadron didn’t hesitate when the opportunity arose to help.

“The track runs along an old gravel road, bypassing the beautiful nature in the local areas. It was cut close to the road, but through the bush, providing a safer, more spectacular route through this section of the track,” he said.

The opportunity to help came when No. 230 Squadron’s Commanding Officer, Wing Commander Phil Jackson visited his family bach in Mangawhai and while there friends mentioned conservation work in the local area that needed to be done.

The purpose for cutting a new track was to improve safety, as well as the track quality for trampers, and help to improve access to view the native flora and fauna.

It was a great change to both get out in the community, and have something a little different to do, FLTLT Jeffcoat said.

“Covid-19 has provided many challenges for the entire RNZAF, so having the opportunity to get out of the office and into the community was a fantastic experience for all.

“We had some new members posted into the squadron fresh from recruit course, and this also gave them an opportunity to fully immerse themselves as members of the No. 230 Squadron team.”

During the week they managed to cut just under 1km of track which otherwise could have taken the volunteers many months to complete.

“The majority of the track workers and volunteers are retirees and to complete the just under 1km of track we completed in five days would’ve taken them months, so we were happy to help move this forward a bit quicker.

“The evenings were a great opportunity to chill out and unwind, with a night at the RSA, a BBQ on a farm provided by the local butcher, and an education evening on kiwi, trapping and baiting all being highlights,” he said.

The squadron is looking forward to more opportunities like this in the future, FLTLT Jeffcoat said.

Adele Mangnall from Piroa-Brynderwyns Landcare said it was a delight to work with the Air Force team.

“Whatever task was handed to them they got stuck in, no complaints, they worked so hard and were simply a pleasure to work with.

“It was a fantastic learning experience for all involved and we really hope to see the team as soon as they are keen to come back and work with us on conservation,” Ms Mangnall said.

Notices

EOD ASSESSMENT WEEK

E Sqn (EOD), 1NZSAS Regt are requesting nominations for the upcoming EOD trade assessment.

You will 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.

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.**

SUMMER RESERVES

Applications now open for the Summer Reserve Internship Scheme 22.

Please contact reserves@nzdf.mil.nz for information and application form.



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:

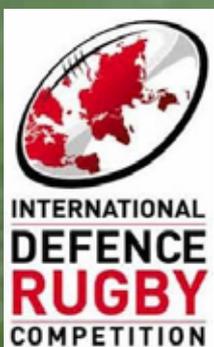
<http://org/nzsof/LP/Recruiting.aspx>





B | PETTY OFFICER
Y | CHRIS WEISSENBORN

I got a call late one Sunday afternoon, “Would you like to cover a four-ship in formation around the Hauraki Gulf tomorrow?” Too right I do, was my first thought! Air-to-air is one of my favourite types of photography. It’s tricky at times with the turbulence, especially shooting with a long camera lens, but when you nail the shot it’s a great feeling.



INTERNATIONAL DEFENCE RUGBY CHAMPIONSHIP 2022

3-27 OCTOBER
AUCKLAND