

AIR FORCE NEWS

Tonga disaster
response

Tales from
Antarctica

Firefighting an
unseen fire

#244

MAR | 22



Reaching the
summit of
mountain flying

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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:

Mountain flying exercise

PHOTOGRAPHER:

CPL Sean Spivey

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Editor

Rebecca Quilliam
Email: airforcenews@nzdf.mil.nz

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NZAirForce



NZDefenceForce



Te Kāwanatanga o Aotearoa
New Zealand Government

First Word



B | AIR COMMODORE
Y | SHAUN SEXTON

“Not only is the volume of traffic in space increasing rapidly, the range and variety of activity is regularly redefining the boundary between science fiction and ‘normal’.”

While the world seems to be slowing down under the strain of challenges stemming from the Covid pandemic, one area that is bucking the trend and accelerating at an unprecedented rate is human activity in space.

Last year saw 134 successful launches into space making it the busiest year on record, even outpacing the peak of the Cold War era ‘Space Race’.

The establishment of space tourism has allowed anyone to become an amateur astronaut, the most qualified of whom is probably Captain James Kirk (aka William Shatner) who actually ventured into ‘the final frontier’ late last year.

While the space industry has been blasting off around us, the NZDF has been invigorating our space ambitions and activities. The RNZAF Space Program was created to integrate Space Domain Awareness (SDA) and Space capability into the NZDF. The Space Program is educating the force, growing space subject matter experts, enabling and integrating space systems, building satellite payloads with the Defence Technology Agency for launch by partner agencies, and collaboratively developing doctrine and policy for space in the NZDF. The programme is actively building relationships and networks between NZDF units and agencies, foreign militaries, and government, academic, and commercial elements in the space sector.

We have been relying on space systems for decades; communications, position, timing, navigation and observation. These heritage space capabilities are now so seamless and reliable that we are often oblivious to this reliance in our day-to-day lives and indeed how they enable our NZDF outputs. However, the accessibility of space denial capabilities makes this reliance a vulnerability to all of our services. Protecting ourselves and our people from these threats through technology and strong training and procedures is key to ensuring we achieve our mission.

Emerging capabilities in the space domain are altering the way we achieve existing tasks and creating opportunities to achieve new outcomes. These new capabilities are changing what is being produced in, through and from space, but also who is doing so. Space is no longer the playground of big militaries with an incomprehensible set of technological and financial resources. Nations like New Zealand, and thus the NZDF, have an important role to play.

Operational integration of space effects is one way the NZDF can add value to the warfighter. Using emerging capabilities in the space domain to achieve our mission in a better, faster and more financially efficient way is the goal of our Space Program in the near term. As the NZDF develops our own space capabilities that are integrated with ‘NZ Inc’ space endeavours, we are playing our part to make New Zealand a secure and prosperous space-faring nation.

Reaching the peak of mountain flying

WORDS
REBECCA QUILLIAM

PHOTOGRAPHY
CORPORAL SEAN SPIVEY

The Southern Alps hummed with the sound of No. 3 Squadron's helicopters recently as the NH90s and A109s practised mountain flying. The Covid pandemic has disrupted the exercise over the past couple of years, but a tightly controlled health plan meant the training could get back on track.







“It was a really good exercise – we got a lot of flying in. The weather was good and morale was high,” detachment commander Squadron Leader Jamie Wallace said.

The two-week exercise was based out of Dip Flat, at the base of the Saint Arnaud Range.

Normally the exercise takes place during winter to give aircrew practice working in a snowy environment, however, disruptions to the programme over the past two years due to Covid meant the event was delayed.

“We developed a set of Covid-specific orders for the exercise. Everyone who was down there had to be screened or tested before they went and once we were down there we were very tightly controlled. Essentially we became a Covid bubble of our own,” Squadron Leader (SQNLDR) Wallace said.

The command team consulted with health experts and put contingency plans in place if somebody became ill and needed to be isolated during the exercise or if someone discovered they were a close contact, he said.

“We thought through everything so if in the unlikely event we did get a case down there, we already knew what we would do. “Learning to operate with Covid is a key difference this year.”

The exercise was an opportunity to deploy the squadron and to work with all of its supporting units more closely than at the base, SQNLDR Wallace said.

“We’re in a camp environment with communications, refuellers, security forces, with logistics and firefighters.”

The event was also an opportunity to take on some Department of Conservation (DOC) taskings.

“It was largely track maintenance, so we were delivering building materials and DOC personnel up in the hills where they would work and pick them up again a few days later.

“It’s win-win really because we deliver on the mountain flying, but we’re also helping another government agency at the same time. It provides an additional sense of achievement as well.”

The conditions were near-perfect for the flying, with the NH90s and A109s racking up nearly 177 flying hours, which was almost unheard of, SQNLDR Wallace said.

It was Corporal (CPL) Brilee Jordan’s fourth time on the exercise, but the first time as aircrew.



“I was a communication and information systems (CIS) technician before, but now I’m a helicopter loadmaster under training.”

It was an opportunity for CPL Jordan to learn what hazards come with mountain flying.

“When doing pinnacle or ridge approaches, you need to be aware of the constantly changing picture and how flying at high altitudes affects aspects like the helicopter’s power.

The relationship between the pilots and loadmasters is quite important so everyone’s on the same page about where to go if things go wrong.”

CIS operator Aircraftman (AC) Matthew Chipping’s role was to communicate with the aircrew during flights, make sure they remain safe and in communication with the operations team on the ground, and provide IT and internal email support for the entire camp.

“We needed to make sure we had the ability to move a lot of our equipment and ensure we had packed for every eventuality, as we weren’t able to simply return to base and pick up something we missed, whether in terms of radio equipment or spare laptops for people to use.”

AC Chipping’s team deployed with a FA-240 satellite dish providing the camp with internal email and phone services, as well as a commercial KU-Band satellite dish that provided internet for the operations team.

“We were able to link to the aircraft using radio antennas, a 100W Dipole, Delta and Discone, as well as a MILSATCOM antenna,” he said.

Helicopter pilot Flying Officer Hayley Vincent said there was a “scale shock” comparing flying around the ranges near Base Ohakea with the Southern Alps.

“In one of the sorties I was flying a lot faster than normal because the valleys were so much larger than I was used to flying around.

“The weather was amazing, but I still had to be very conscious of the winds when we were flying around there – where the turbulent spots were and where the up and down drafts were going to be.”

It was fun being away from the base and flying in different environments, she said.

LEFT
An NH90 helicopter flying around the top of the Southern Alps

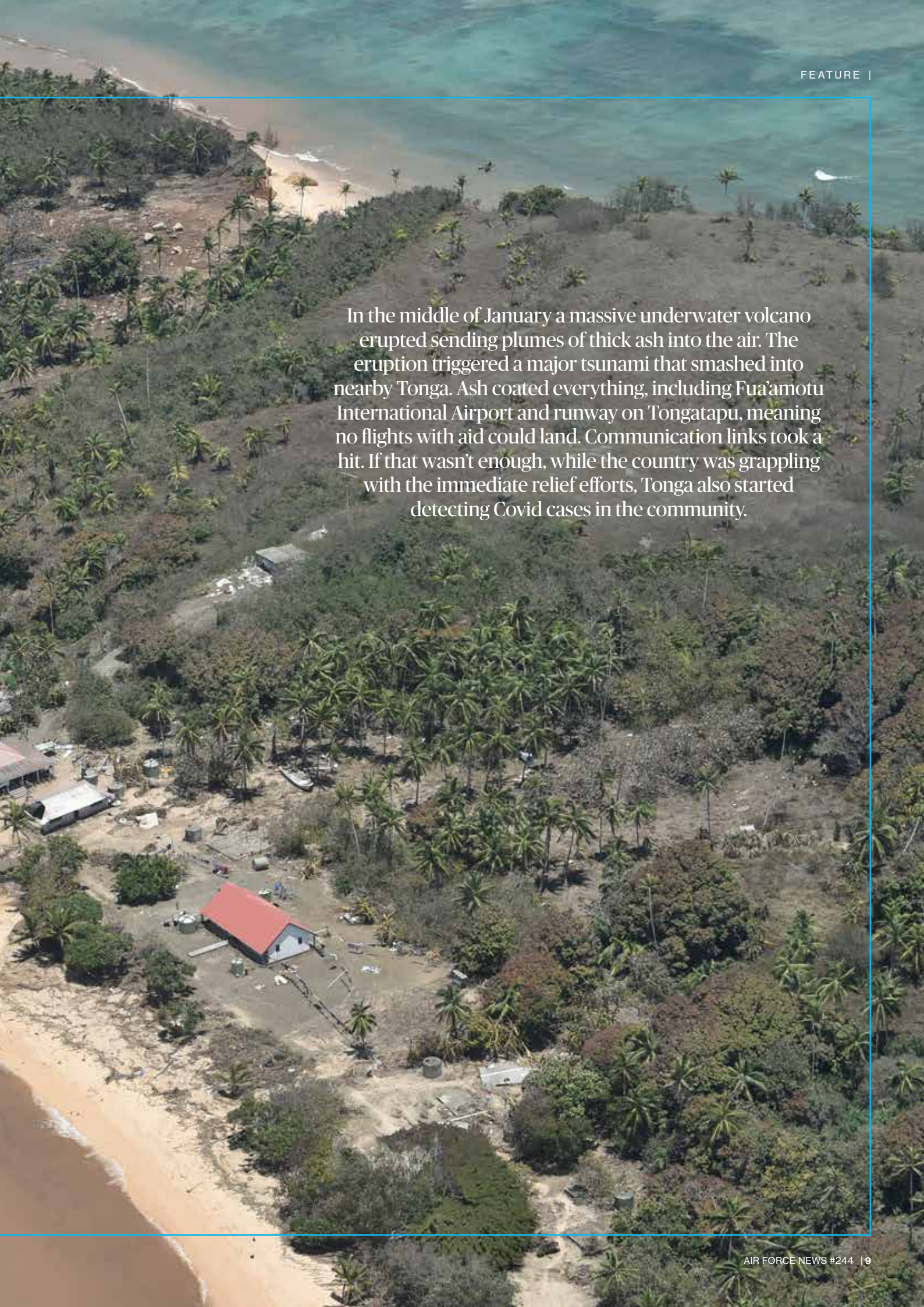
MIDDLE
An NH90 crew supporting DOC work

RIGHT
Aircrew undertaking mountain-flying training

Disaster in Tonga

WORDS
REBECCA QUILLIAM

PHOTOGRAPHY
SERGEANT MARIA EVES
& PETTY OFFICER CHRIS WEISSENBORN

An aerial photograph of a tropical island, likely in Tonga, showing the aftermath of a volcanic eruption. The landscape is dominated by a thick layer of dark grey volcanic ash that has covered the ground and partially the vegetation. In the foreground, a small settlement is visible, featuring a prominent building with a bright red roof and several other smaller structures. A sandy beach is visible at the bottom left, meeting the turquoise ocean. The background shows a dense forest of palm trees, many of which appear to be partially covered in ash. The overall scene conveys a sense of environmental devastation and isolation.

In the middle of January a massive underwater volcano erupted sending plumes of thick ash into the air. The eruption triggered a major tsunami that smashed into nearby Tonga. Ash coated everything, including Fua'amotu International Airport and runway on Tongatapu, meaning no flights with aid could land. Communication links took a hit. If that wasn't enough, while the country was grappling with the immediate relief efforts, Tonga also started detecting Covid cases in the community.



Hunga Tonga-Hunga Ha'apai was the biggest volcanic eruption in decades. The volcano's ash infected the air. In the immediate aftermath, it was difficult to know the extent of the damage or whether there were any fatalities. Anxious loved ones in New Zealand waited for news from their friends and families.

Two days after the eruption the ash had settled enough for a P-3K2 Orion to fly out to the island nation and take hundreds of photos, which were analysed at Base Auckland to see the extent of the damage. A second flight also captured imagery – nearly 1000 images over the two reconnaissance trips.

The data gleaned from the imagery was sent to agencies and authorities, who began to make decisions about the best type of aid and relief to support the people of Tonga.

The New Zealand Government issued an initial \$1 million to help in the immediate aftermath.

Heavy ash on the runway had to be cleared before much-needed aid could be flown in by a C-130 Hercules.

In the meantime, HMNZS Wellington and HMNZS Aotearoa set sail so they could respond quickly to requests made by the Tongan Government. Wellington carried hydrographic survey and diving teams as well as a Seasprite helicopter. Aotearoa carried bulk water supplies and humanitarian aid and disaster relief stores.

Five days following the disaster, the first C-130 flight departed Base Auckland, loaded with water containers, kits for temporary shelters, generators, hygiene and family kits and communication equipment.

Deliveries were contactless to adhere to Covid protocols and aircrews would only be on the ground for 90 minutes.

Meanwhile HMNZS Canterbury set sail six days after the eruption, loaded with supplies including water tarpaulins and milk powder, vehicles and construction equipment.

**LEFT**

Supplies being loaded into a C-130 Hercules bound for Tonga

MIDDLE

Damage to property from the eruption and resulting tsunami

RIGHT

A Seasprite ready for a reconnaissance flight over Tonga



The following day a second C-130 flight left with more relief supplies on board.

The ash and tsunami contaminated the country's water supply, but just over a week after the disaster Aotearoa had offloaded more than 415,000 litres of water to tankers and water tanks. By the end of the operation, about 618,000 litres of potable water was delivered by Aotearoa and Canterbury, which also had desalination equipment on board.

A third C-130 flight brought food and other essential supplies to support the relief efforts.

By the end of the month, the Defence Force had supplied ships, aircraft and personnel, including NZ Army engineers to assist in the response.

An NH90 helicopter, embarked on Canterbury, transported Digicel technicians to uninhabited Kao Island to help restore communications links.

Group Captain Nick Olney, in command of the operation, said Defence Force activities continued to be carried out in line with Tonga's Covid protocols, with deliveries of relief supplies completed without making physical contact with Tongan communities.

"We have carried out much-needed deliveries of aid and have produced water for Tongan communities."

A fourth C-130 flight delivered essential items to Fua'amotu International Airport, including medical supplies such as PPE, blankets, tarpaulins, water bladders and mosquito nets. A fifth flight delivered communication equipment, vaccines and rapid antigen tests to help assist Tonga with its Covid response.

Nearly a month after the disaster, the Defence Force pulled its last assets from the harbour at Nuku'alofa, HMNZS Canterbury and Wellington.

Commander Joint Forces New Zealand Rear Admiral Jim Gilmour said the Defence Force had provided an immediate response to relief efforts over that month.

"We have supported Tonga with deliveries of essential supplies, food and water to help meet the basic needs of those who have been affected by this disaster.

"The Kingdom of Tonga has expressed thanks for our help with the initial relief response, and they're looking now to the longer term recovery ahead. As always, the NZDF remains ready to assist if we're called on again. We have aircraft on standby to take more supplies if required."

Soon after, another C-130 Hercules flight, New Zealand's sixth in response to the natural disaster and the Covid outbreak, delivered vaccines, personal protective equipment and rapid antigen tests to assist Tonga with their Covid response.

Ash-covered paradise

As the P-3K2 Orion flew close to Tonga the landscape turned sepia as the Pacific island was transformed by a thick layer of grey ash.

The aircraft's crew had been tasked to capture the devastation for analysts back at Base Auckland to scrutinise and give information to officials on where was worst hit.

The flight itself had been delayed due to the danger of ash in the air, which would damage the aircraft engines, Flight Lieutenant (FLTLT) Dave Evans said.


The air warfare officer was deployed on two flights over the ash-covered island. The winds eventually blew in the right direction and moved the ash cloud allowing the aircraft to make its flights.

"The closer you got to the epicentre the more dramatic it became," FLTLT Evans said.

"What really struck me was when we were heading away and flying over areas that weren't affected. When we were looking at the island it was covered in ash. It was almost like a sepia tone, like a weird yellow-green colour and when we flew back there was like a high definition effect again."

The destruction to the island was "horrendous", especially the islands situated close to the volcano, he said.

"There was pretty much complete devastation and there were people trying to retreat to higher ground and find shelter, so obviously you felt a lot of empathy for those people. At that time we didn't know how many people had made it."



The crew did not know what to expect when they reached the islands and were worried about finding people in distress in the water and how to manage that scenario.

“But that didn’t come to pass or was an issue, so we were able to cruise around and do as we were directed, which was to get all the imagery of the area,” FLTLT Evans said.

“We tried to get as much as we could as quickly as we could so people could make informed choices about where to send aid and what needed to be where. We had a good look at the airfields and the ports.

“We spoke with people on the airfields as well, just to get a good idea of what condition they were in and when they thought they were going to be ready to receive aid flights as well.”

The communication, via radios on air traffic frequencies, was vital because the country’s fibre optic cable had been damaged during the eruption, limiting communication to other nations.

“They were able to give us an indication not just with what was going on in the airfield, but with how their clearance operations were going, which initially was quite slow. They also were able to describe the condition of the runway and the lighting.”

The sight that greeted FLTLT Evans was concerning, especially on the second flight across the main island of Tongatapu to its vulnerable western end where everything was flattened, he said.

“So I was really surprised and relieved that the number of fatalities was so low. Obviously tragic for the three who did die, but it could have been so much worse.”

On the crew’s flight back to New Zealand they passed HMNZS Aotearoa, which was on its way with tonnes of equipment and aid. They were able to inform the ship that Tonga’s port and pier were serviceable.

One of the most immediate complications facing the country in the aftermath of the eruption was that the volcano’s ash had settled in the country’s water supplies, contaminating it.

“The water quality was a huge concern for the people on the island. So it must have been a big help knowing the HMNZS Wellington was on her way with desalination plants, FLTLT Evans said.



An image of destruction

As soon as the P-3K2 returned to Base Auckland from its first of two surveillance flights over Tonga the images taken of the damage were sent to the geospatial and intelligence teams at No. 230 Squadron for analysis.

A senior intelligence specialist said they immediately downloaded the high resolution images to begin analysis.

The team trialled a new process, developed last year, where they made fast initial assessments of the images and lined them up with baseline images of areas. Then two senior analysts started working on all the different locations where there was damage.

“When I was flicking through them, I knew the situation over there wasn’t great straight away,” the specialist said.

“We can empathise with the situation, but we can also remove ourselves from the emotional part pretty well. But even for us it was hard to see the destruction – it was different to anything we had seen.”

The team worked solidly, analysing about 900 images that came from two flights, finishing up after working for about 12 hours.

“When we came across some of the worst places we had no reference points because they were all gone. That was a wow moment.”

- Intelligence specialist

“It was a massive team effort. I feel that everyone gets up for humanitarian aid and disaster relief missions. We had three qualified analysts and junior analysts, an intelligence officer and senior non-commissioned officers, and others doing the work, putting it all together.”



A deployment with a difference

The deployment to Tonga for avionics technician Corporal Tevita Puloka was significant because he was able to see his grandparents, who he had been unable to contact for days after the eruption and tsunami.

He had been deployed with No. 40 Squadron as part of the maintenance crew supplying aid including vaccine boosters to Tonga.

“It was a pleasurable experience for me because I was able to see my family, but from a distance,” Corporal (CPL) Puloka said.

Born and raised in Tonga by his grandparents, CPL Puloka was brought by his parents to New Zealand when he was nine.

“We moved to South Auckland. I had a humble upbringing, not much to grow up with, so it was a bit tough. The trip back to Tonga for me was significant because I got to see my family and of course the magnitude of the events that unfolded. I felt a great sense of accomplishment to be part of the deployment.”

CPL Puloka’s grandparents live inland on Tonga, away from where most of the damage occurred at the north of the island where the tsunami hit.

“They were frightened when it happened, they didn’t know what was going on – the power was out. They were alright, but the ash cloud wasn’t ideal for the whole country – it contaminated the majority of crops and drinking water supplies throughout the country.”

Back in New Zealand, CPL Puloka and his family were concerned for his grandparents’ welfare. They didn’t know how they were until after some communications were established with the country – about four to five days after the event.

“It was a bit scary,” he said.

Once the C-130 had touched down at Tonga’s airport, it was a relief for CPL Puloka to see his family again.

“I was able to have a chat with them. They were the only visitors at the airport. They had arrived two hours before the C-130 landed. I asked them how everything was, and they said manageable but water supplies were short. Moments like these make this career worth it. They stayed until after the aircraft departed.”

Immediately following CPL Puloka’s Tongan deployment, he was deployed to Antarctica on a C-130 resupply flight.

“It was quite a turnaround for me. The opportunities that my workplace provides are endless and rewarding. I’m happy and grateful that I have an opportunity to showcase the diversity of the Air Force by being deployed on such missions especially to my home country.”



A surreal landscape

One of the most troubling outcomes of the volcanic eruption was the damage to Tonga's fibre optic communications cable, lying on the seabed, along with damage to cell towers on the land.

With them out of action, it was difficult for Tongans to contact outside authorities to advise what aid was needed and for people to reach family and friends overseas.

Getting any form of communication back up and running was vital and saw NH90 flights transporting technicians to the top of Kao Island – a 1,005 metre-high mountain island – to repair a broken cell tower.

The flight was unable to reach the peak of the mountain due to persistent low cloud, so the helicopter landed about two-thirds of the way up, dropping off the technicians as well as some members of the Tongan military to assist in the climb.

“The tower provided communication for the whole of the northern part of Tonga and was noted as a critical infrastructure job,” NH90 pilot Flight Lieutenant (FLTLT) Chris Fon-Lowe said.

They ended up taking seven or eight flights to the island relating to the job. Joining them was a Tongan-speaking New Zealand Army firefighter, Sergeant Tiseli, who bridged the gap between the crew and locals.

The helicopter was also tasked to fly reconnaissance flights to other outer islands to check on conditions.

“On the western side of Tongatapu there was significant damage. There were areas where villages looked to be completely wiped out.

“So much so that you'd see concrete slabs of building foundations, but nothing else – everything else was gone. It was pretty surreal,” he said.

“When we did recce of the Tongan islands of Ha'apai, they were uninhabited because they were demolished. People were living off the land there and everything had been destroyed.

“There was no ash in the air by the time we arrived, but a major concern for us was the ash on the ground. Ash doesn't mix very well with aircraft engines.”

The deployment was a good opportunity because it's what he had trained for, FLTLT Fon-Lowe said.

“You want to help out. It was gratifying. But there was uncertainty around the planning and what we were going to do and how long we would be gone for. But we just had to prepare as best as possible. It was a positive feeling though.”

The crew and helicopter were sailed to Tonga on board HMNZS Canterbury. Originally two NH90s were on the sailing, however about halfway to the islands there was a medical emergency on board. The ship turned back to New Zealand 322 nautical miles (596km) from shore, the second helicopter flew the patient to hospital. To date it's the furthest an NH90 has flown over water.



View from the sea

Joining the rotary effort was a Seasprite embedded on HMNZS Wellington.

“When we first caught wind of the Tongan response the first cab off the rank was HMNZS Wellington. We sailed about three days later and we were one of the first assets to start the journey there,” No. 6 Squadron Navy observer Lieutenant Commander (LTCDR) Sarah McWilliam said.

The team was “working in a bit of a vacuum” at the time because of communication issues, she said.

The first task for Wellington was to survey the entries into the ports and prove safe entry for the aid ships that were coming in behind them, primarily HMNZS Canterbury, but also ships from other navies and some civilian ships that were coming in.

“Once we were there and the picture and the comms came together we found a bit more of a role over there with regards to supporting the ISR (intelligence surveillance and reconnaissance). This included surveying damage to jetties on the outer islands and understanding the area.”

This was where the Seasprite and NH90 helicopters came into their own, flying technicians to damaged cell towers and reconnaissance of outer islands, LTCDR McWilliam said.

“So we did the reconnaissance to understand the island the area and possible landing zones or insertion points. We also assessed the weather and information was passed back to Canterbury and the NH90s while she was still alongside and from there the plan and tasking came together.”

It was a unique humanitarian aid and disaster (HADR) relief mission because of its complexities – primarily with Covid but additionally with the communications problems that Tonga was having, she said.

“So that did make it a very drawn out process with understanding the environment and the priorities and working with the Tongan-led response with regards to taskings. At the end of the day Covid was the priority, they’d assessed that to be a greater threat to the country than the damage from the eruption.”

The decision meant the ship’s crews needed to be quarantined away from the population until reaching 14 days on the ship.

“However, even in that period we could still, with very strict regulations, get in and get immediate HADR supplies and food delivered to the wharf in a contactless way and also fly the surveillance flights.

“It was absolutely rewarding. When we were doing reconnaissance over the Ha’apai group of islands, I could see they were decimated. When you’re flying over there and seeing the damage and what the local people will be working on for months if not years to come, I think that was the most eye-opening scene as to why we were there.”

Operations support officer Lieutenant (LT) Zach Taylor on HMNZS Canterbury liaised between the ship’s operations officer, air operations officer and the flight team to make sure everything ran smoothly with the NH90s.

“It was a tangible effect when we saw helicopters fly off to do recces over various islands or getting the technicians to Kao Island. It was a very obvious contribution, so I felt lucky in that regard.”

Flying high through a land mission

B | SERGEANT
Y | SHARIAULD



It's no mean feat mobilising a headquarters task group to deploy at short notice. But early in December last year Headquarters Defence Joint Inter Agency Task Force (HQDJATF) was tasked to quickly deploy in support of the Government of Solomon Islands after unrest in the country.

A small part of my job as the DJ's headquarters' movements operator is to help support the mobilisation phase of the deployment. In short this means preparing the team by way of advising baggage limits, aircraft restrictions, give advice on dangerous air cargo, and organise domestic and international movements, to name just a few.

At 3am on December 2, the Initial Assessment Team was activated to deploy into theatre. It involved moving eight personnel, two military support vehicles, baggage, communications gear, weapons, ammunition, and seven days' worth of food and water into the back of the vehicles and loaded into a C-130 Hercules at Base Ohakea.

The next task was to arrange for the main body of personnel to deploy two days later from Ohakea to the Solomon Islands via a Boeing 757. I was fortunate to be given the opportunity to deploy with them, which also meant the workload for me was about to increase ten-fold.

About 50 personnel from the HQDJATF, Ministry of Foreign Affairs and Trade, Ministry of Defence, the high readiness platoon group and NZ Police and their accompanying freight were on the flight to the Solomons.

Arriving into theatre with an aircraft load of personnel and gear meant all hands available were required to support unloading. No more than an hour later the next aircraft arrived; a C-130 carrying two Pinzgauers full of communications equipment and ammunition. It's safe to say the arrival of the main body was chaos, with personnel and gear everywhere.

Once all the gear and personnel were settled into the accommodation, the daily battle rhythm could be established. For me this meant I went from being the movements operator for the headquarters element to the movements operator for the whole contingent.

My responsibility now that we were in theatre was to provide advice and updates on the potential resupply flights and movement of personnel and freight into and out of the area of operations to the commander task group commander as well as to support the eventual return to New Zealand .



To do this I needed to build a positive rapport with the high readiness platoon group logistics team in order to understand real life support and what their requirements were of me, maintain good clear communication with the relevant units back in New Zealand and be able to keep my chain of command apprised of the information I was receiving from HQJFNZ.

The Australian military had deployed a TCM forklift into theatre and I happened to be the only one qualified to operate vehicles around aircraft, which meant I was sought after to help support Australian flights into the area.

The Australian flights were either C-130J or C-17 aircraft. We would support them by building pallets of baggage, unload freight arriving in theatre and loading outgoing freight. It meant they could complete freight documentation and look after passengers that minimised time on ground allowing for smooth flight line operations.

This support to our Aussie mates meant we were able to utilise the forklift in our flight line operations, which helped support our loading plans. This along with pre-flight contact with the load teams and aircrew back home solidified our operations on ground and got the aircraft back in the air and homeward bound faster – everyone wins!

In the course of the 19 days I was deployed to Solomon Islands, we managed to co-ordinate seven flights in and out of the Solomons. To say it was just another day in the office would be a lie. The job of a movements operator is intense, eventful and requires a lot of flexibility and lateral thinking, a few of which I am still trying to develop.

The fact that I am an Air Force logistics specialist with Air Movements experience really proved beneficial as I already had that rapport and relationship network with the aircrew and load teams coming out to us.

It gave them the confidence that I would be on ground to run the unload plans meaning less time on ground for the aircraft, also adhering to the Covid restrictions that were imposed.

This operation was my first overseas mission with DJs and my first real opportunity to showcase the benefit of my position within the DJs unit and structure. The environment was hot, the planning was immediate, the days were fast but the learning and development overall was positive. As I said before it was 19 days of working and not all in the movements space.

LEFT
Equipment arriving at the
Solomons' airport

MIDDLE
SGT Shari Auld operating a
forklift to support the operation

TOP RIGHT
New Zealand military setting up
for the operation

BOTTOM RIGHT
Communications specialists set
up their equipment

Feeling the heat

B | EDITOR
Y | REBECCA QUILLIAM





When a firefighter is called to a blaze they can't see, creative solutions are required. A fierce fire has been burning since December in a peat swamp in Northland. However, much of the inferno has been confined underneath the earth.

Whenuapai-based firefighters Corporal (CPL) Quintin Riddell and Aircraftman (AC) Reid Winter were called to help in the effort to battle the fire early this year. It had started in December and, while it has been contained, has not been fully extinguished yet.

Peat fires in the past have been known to burn for months, if they were really deep-seated and there was not a level of sustained rain to seep into the earth, CPL Riddell said.

The fire, which started on December 18, is burning at Kaimaumau, a settlement north-east of Kaitaia. CPL Riddell and AC Winter were deployed with a Unimog in early January, along with five New Zealand Army firefighters from Linton and Waiouru, following a request from Fire and Emergency New Zealand.

When they arrived, the fire was 2,409ha and had a 45km perimeter. It had threatened a number of homes, which the residents were evacuated from several times.

The peat swamp was made up of decayed leaf matter that had turned into a substance like a fine fuel, CPL Riddell said.

"Because it was burning underground it was very hard to put out and we had to use quite a lot of water and different techniques to a conventional rural fire."

One technique was to use thermal imaging drones at the end of the day, which would take a map of the fire ground and pick up all of the hotspots.

"They would then upload that data into a fire mapper, which is an app we had on our phones. You could see where the hotspots were and that determined the techniques used the next day to fight the fire."

Heavy machinery was also used to push over dangerous trees, which had their roots burnt out, he said.

"When that happened they would have no support and would fall over. So instead of having them fall over on people and property, we used the machinery to push them over. We also used the machines to dig holes in the ground where we would direct the water to the hotspots."

The team also employed the use of a "duff probe", which was basically a steel tube with holes in the end and a hose attached to the top, CPL Riddell explained.

"We'd push the probe into the earth and turn the hose on and it would spray water out of the tube and soak the ground underneath."

Joining the effort to quell the fire were five helicopters carrying monsoon buckets, he said.

During their nine-day deployment, the NZDF firefighters were working at least 12-hour days and their efforts helped stop the fire's spread.

"The fire has been contained, which just means it's not getting bigger. It doesn't mean that it's out or that it's extinguished. It just means that at this stage they have control over it not getting bigger," CPL Riddell said.

On their way back to Whenuapai, the firefighters' skills were once again needed as they were first on the scene of a car crash.

"We were needed to do patient assessment and traffic control. It was an interesting trip."

LEFT
Firefighters tackling the underground hotspots

RIGHT
Helicopter with monsoon bucket helping in the firefighting effort

Life on the ice

B | SERGEANT
Y | TIM CLARK

Since arriving on deployment Operation Antarctica has shaped up to be an exceptionally humbling and cool posting filled with many firsts.

I've celebrated a birthday while on an operation for the first time, it's the first time I've worked with a civilian organisation – Antarctica New Zealand (ANTNZ) – being the lead agency, and it's the first time I've thought, "I hope my pinkies don't freeze".

Moreover, we Defence Force personnel recently shared military traditions by hosting a dining-in for all Scott Base staff and scientists staying on the base where I had the privilege of being Mr Vice for the first time.

I'm deployed as the operations senior communications operator. It's a high tempo role and one that communication and information systems technicians like myself are well suited to.

A large part of the communications operator's role in Antarctica is liaising with stakeholders to maintain situational awareness so we can safely track personnel movements, especially when they're travelling on sea ice.

We do this at Scott Base with voice communications, which operate on HF, VHF and SHF frequency bands.

We also frequently receive automated positional data from deployed science personnel via satcom devices. Furthermore, some emergency procedures we follow here at Scott Base are like those used by communication and information systems flight personnel who communicate with Defence Force rotary and fixed wing platforms from the Whenuapai Air Operations Communications Centre.

Three Air Force personnel, Flight Sergeant Laura Brown, Corporal Davina King and I, are embedded into the ANTNZ Programme Support team. Our work helps enable and enhance a variety of concurrent activities. Our trade skills and unique Defence Force experiences have prepared us well for the challenges we're facing. Adaptability and having a high degree of prudence are essential to the smooth and safe conduct of tasks carried out by all Defence Force personnel, ANTNZ staff, and scientists.

It shouldn't be a surprise that the environment poses the greatest challenges to Antarctic operations. Weather can swiftly change.

The low ambient air temperature means Li-ion batteries discharge quickly, and equipment requires extreme care since the closest hardware store is in Invercargill. Also, as a result of wearing multiple pairs of gloves when outside, you lose dexterity which increases the time to do what would otherwise be quick tasks.

The operation's success is a direct result of teamwork. If it wasn't for No. 40 Squadron, the brilliant work conducted by the Harewood Terminal Team, Headquarters Joint Forces New Zealand, and our amazing friends and loved ones, operational outputs, and life itself, would be extremely tough to sustain in Antarctica.

The work you're all doing is extremely important. Not only because it means we continue to receive morale boosting mail, but because what's happening on and below this awe-inspiring continent will have far-reaching consequences for humanity for decades to come.

The Secrets of the Dry Valleys

B | CORPORAL
Y | DAVINA KING

Antarctica. Majestic, enticing, yet extremely unforgiving. During my time on this vast continent, I was fortunate to be given the opportunity to visit both the Wright and Taylor valleys.

These valleys offer a unique glimpse into Earth's history and now act as a frozen time capsule in our ever-changing world.

One of our tasks, over two days, was to move a science field camp from the Wright Valley to the Taylor Valley, at the base of the Commonwealth glacier. Flying over the terrain by helicopter was an extraordinary experience and offered me a greater appreciation of just how vast and gruelling this continent really is. As we landed in the Wright Valley, I couldn't help but notice the ground before me was adorned with colourful, sparkling granite, which seemed to go on for as far as the eye could see.

The Wright Valley is home to the Onyx river, which at 32km, it is the longest river on the continent. We were fortunate to witness it in action, as it only flows for a few months in the summer season. We had barely landed and it was time to begin packing up the campsite as we watched the scientists disappear into the distance. Six helicopter under-slung loads later and it was our turn to traverse the Asgard Range. We soon arrived at the second campsite at the foot of the Commonwealth Glacier.



CPL Davina King with an Antarctic starfish smudging throughout the otherwise pristine setting. It seemed I had barely had time to comprehend this thought when it was explained to me that each dark layer was ash from an eruption that had happened sometime in the past several million years.

As we hiked from the Commonwealth Glacier to the frozen Lake Fryxell, we stumbled across an unusual dark rock covered in green speckles. We were quickly advised by the two Italian scientists accompanying us that this rock was mantle from the core of the Earth. It would have come out through Mount Erebus some 90km away during a past eruption. It wasn't long before we stumbled upon the mummified remains of a seal that had wandered too far inland. The cold and dry conditions have kept its body in a perfect state of preservation.

Life on the surface is sparse compared with the life under the ocean. The seabed off the coast of the Dry Valleys harbours a multitude of life. The scientists taught me about some of the unusual conditions that are unique to Antarctica.

A mixture of high oxygen levels in the water and slow metabolism brought on by the cold conditions combine to create a phenomenon called polar gigantism. An extreme example of this are sea spiders. In tropical conditions, they normally average around 20cm in diameter, whereas around Antarctic waters they can grow up to 70cm. Scientists have yet to determine how these conditions affect the life span of these spiders, but suspect that it increases it.

I was very privileged to visit the continent of Antarctica and these are all memories I will cherish for as long as I live.

TOP
Lake Fryxell

BOTTOM
CPL Davina King with an Antarctic starfish



People focus for new Warrant Officer of the Air Force

B | EDITOR
Y | REBECCA QUILLIAM

In the end it was a matter of geography that brought the new Warrant Officer of the Air Force Kerry Williams to the Air Force 34 years ago.

“I completed induction interviews for all three services and was chosen for the Navy, so I went to Auckland for an introduction at Philomel. I came back to my home in Picton and about a week later I was called by an Air Force recruiter who asked if I would like to join the Air Force in Woodbourne and here I am. It was the greatest decision ever,” Warrant Officer (W/O) Williams said.

Starting as an aircraft mechanic W/O Williams worked in the “engine room” at Woodbourne’s maintenance facilities and also on squadron at Wigram. After a stint supporting training delivery he eventually moved with his family, including six-year-old twins, to No. 40 Squadron at Base Auckland as the flight line coordinator for the C-130 Hercules and Boeing 757s. The change of responsibility was a “real spark for the career”, he said.

During his career, W/O Williams was deployed to the Middle East on operations with both No. 40 Squadron and later at No. 5 Squadron.

“Our deployments were really good. Taking a team away and being able to operate remotely with the responsibility of owning our own destiny and with support from home – it was an amazing experience to be able to grow a team and be responsible for the aircraft and have a real operational focus.”

The heat was a huge challenge for the team, where they could only work safely during certain periods – early in the day and overnight.

“One significant task was a planned engine change post mission. The C-130 landed and we were setting up at the same time as the Minister of Defence was walking off the aircraft looking quite puzzled. We worked through two nights and had the engine changed and tested during the coolest hours.

“During my deployment with No. 5 Squadron the hottest temperature reached was 53.7°C. The Orion would get so hot you couldn’t touch it. We had to pre-cool the aircraft with air conditioning units before we could do anything,” he said.

“These deployments also gave us the opportunity to see how the coalition did their work, which broadened our team’s knowledge. Overall they were really enjoyable experiences.”

In 2019 W/O Williams posted to Wellington and worked in the Op Respect area before the opportunity came up to apply for the Warrant Officer of the Air Force role.

“For me this role is about representing the people. I’ve got a strong desire to continue to work from the culture space and that’s around respectful and inclusive workplaces for a start and ensuring our people are safe and feel confident to speak up on any issues around discrimination, harassment, bullying through to sexual assault. I’m also keen to grow trust in our leadership that we will be able to handle these complaints properly and grow a positive Op Respect culture.”

It is important to support cohesion and teamwork in the Air Force, especially as new platforms such as the P-8A Poseidon and C-130J Hercules come on board.

“We have these new challenges coming and some allow us to reshape an entire unit. With strong leadership and good people on board we’ll create some high performing teams.”

The future of the Air Force looks exciting, with the organisation supporting science, technology, engineering and maths (STEM) subjects for young people, he said.

“Having young and motivated people coming in and increasing our diversity is such a great thing because we get that diversity of thought and it really does allow us to perform strongly when we’ve got a better balance across the force. That will be a real bonus for us.

“I also think as our technology changes and we get our smart young people in, it’s going to create a good vibe.”

“I’m excited to see what new ideas our young people bring in and balance them up with our history and traditions. I’m very much looking forward to the challenge.”

Museum's Vildebeest restoration progressing well

B | AIR FORCE MUSEUM OF NEW ZEALAND
Y | MICHELLE SIM, COMMUNICATIONS MANAGER



The Air Force Museum of New Zealand is now more than 18 months into the rebuild of an historic RNZAF Vickers Vildebeest biplane. Covid-related disruptions notwithstanding, the project team is making solid progress.

Previously, we introduced what is arguably the most complex restoration project the Museum has tackled yet (Air Force News, July 2020); the rebuild of Vildebeest NZ102, a large all-metal biplane which dates to the earliest years of the RNZAF.

The small team of technical staff and volunteers has progressed through the initial project scoping and research phase, which involved an inventory and inspection of the original spares and structure in the collection, to determine the extent that they could be reused or restored.

At the same time, the Museum's archives team began in-depth research into the service history of NZ102. They have since uncovered many details about its operational life and the pilots who flew it, including Victoria Cross recipient Leonard Trent, during his training at Wigram in 1938.

When the major structural parts to be used on the build were identified, the technical team were able to do a 'dry fitting' of the wing centre sections to the fuselage to help identify the exact locations of components such as the diagonal centre-section struts. With the lower main planes in position, at a span of 15 metres, the impressive size of the aircraft became clearly evident!

In August 2021, the production phase of the project started, focussing initially on the lower centre section, which is the structural member that carries several important stress loads. The undercarriage is attached to it from below, the fuselage is directly attached to its upper surface and the outer wings are attached at each end.



A detailed inspection revealed that the original forward spar would not be suitable to reuse as its poor condition would risk compromising the strength of this crucial airframe member. While the Museum's policy is to retain as much original material as possible, obviously, structural integrity is also important.

Over the past three months, the team has stripped down the top and bottom centre sections to individual parts and carried out conservation treatments on each. Corrosion on some of the parts resulted in the need to manufacture new ones, using the old parts as templates. New spar caps were made for both front and rear spars on the upper and lower centre sections, along with sections of the compression struts, several joining plates, and fittings.

The lower centre section spars and compression struts are now pre-assembled and installed in a jig awaiting the internal bracing tubes to return from conservation treatment, after which they will be fitted to ensure the section is held square for final assembly. When this is complete, work will begin on the internal ribs and other panels to complete the lower centre section. Meanwhile, the upper centre section spars are being reassembled while we wait on the internal bracing, and a start is being made on the undercarriage and support structure, which will be conserved over the next few months prior to assembly.

Despite various Covid-related disruptions, the restoration remains on schedule, thanks to the focused efforts and dedication of the project team. The 'jigsaw puzzle' is gradually taking shape!



CAN YOU HELP?

If you have parts or information that would be useful to the restoration of Vildebeest NZ102, the Museum's Collections team would love to hear from you. Please get in touch at research@airforcemuseum.co.nz

LEFT

Sergeant Phil Boyce trial fits original components to the Vildebeest fuselage to determine their possible correct location

MIDDLE:

Original Vildebeest components laid out on the floor of the Museum's conservation workshop during the initial scoping phase of the project

RIGHT

Museum technical officer Marty Gardner inspecting original lower centre-section spar webs for potential re-use

Shaping the future Air Force

B | SECOND LIEUTENANT
Y | EUGENE O'CONNOR

Recruiters fuel the next generation of personnel joining the ranks of Air Force recruitment. We take action now and have a tangible impact in what the future flight path of the Air Force looks like.

Our consistent ability to deliver on both the domestic and global stage comes from the outstanding calibre of Air Force personnel. With people as one of our greatest assets, our recruiters are invaluable as they help navigate the journey from civilian to airmen. This is a rewarding job with a real sense of purpose and there is nothing like the feeling of pride at seeing your recruits march out on the parade ground as airmen.



Life of an Air Force recruiter

Your day will be focussed around achieving two objectives – attracting candidates and processing them. Day-to-day your role will vary based on which objective you are working on.

Attracting candidates includes conducting experience events on bases, visiting local high schools, attending careers expos and other engagement events, career advice and guidance and anything involving public interaction.

Processing candidates involves supervising recruit fitness testing, conducting one-on-one interviews with candidates, documentation, assessing future airmen through the application journey and providing one-on-one support to recruits for your trade.

Why should I apply?

There are so many perks. There is a high degree of trust and freedom to achieve objectives, a flexible work schedule, seeing tangible results, engaging with the New Zealand public and working in a tri-service environment.

There are some times where work happens outside normal business hours, but time in lieu is accrued. There is also a fair amount of travel and you will be provided with a phone, laptop and get a chance to see our beautiful country.

How do I apply?

Required rank: SGT or F/S rank

Application Process: The recruiter role will be advertised on the intranet. Potential recruiters are interviewed by our staff to determine their suitability. You will be required to work autonomously, handle private information discreetly and engage with young people in schools and the community.

For enquiries into becoming a recruiter, please email W/O Dean Stelter, Recruiting Organisation Warrant Officer: dean.stelter@nzdf.mil.nz

For those interested in upcoming recruiting events, please email your respective Regional Recruiting Officer:

Northern: defencecareersnorthern@nzdf.mil.nz

Central: defencecareerscentral@nzdf.mil.nz

Southern: defenceCareersSouth@nzdf.mil.nz

Not keen to jump in full time?

You can represent your trade in your local community by signing up to the Recruiting Ambassador Programme (link located at the bottom of the ILP Homepage).

More than just a number 80344: Declined



Scotty Wingfield is an Air Force veteran who, like most of us who have served, assumed that the details of his service would be carefully recorded and stored for posterity. Unfortunately, as he found out when he applied for medals to mark service in Vietnam, that had not been the case... so Scotty decided to do something about it.

Scotty was an aircraft engine fitter, posted to No. 41 Squadron RNZAF and operated Bristol Freighters out of Singapore. Between December 1962 and April 1975, 1979 separate landings were made at 21 different locations around Vietnam providing logistic support to New Zealand military and civilian operations.

Aircrew on the flights qualified for the award of the Vietnam Medal, but technical tradesmen like Scotty who were taken along for their specialist skills did not qualify because they were not technically aircrew. In 2002, The New Zealand General Service Medal (Warlike) with clasp "Vietnam" was created to acknowledge service in Vietnam, like Scotty's, that did not qualify for existing awards.

When he applied for the new medal, Scotty, who had flown in and out of Vietnam multiple times, was told that no records of his service existed, therefore no medals would be forthcoming.

Knowing he had been there, he set about looking for ways to prove he had done what he knew he had. Scotty successfully tracked down log books and other documents that recorded his presence on flights into and around Vietnam and got his medals.

There was so much interest from his colleagues who had been denied their medals under the same circumstances, that he took it upon himself to create a definitive set of records of No. 41 Squadron operations in Vietnam and the men who undertook them.

Scotty has written a detailed account of his work to establish proof of his own service and the hours and hours that make up what has truly become a labour of love. He ultimately created what he calls "Scotty's list", a nominal role of No. 41 Squadron pers who flew into Vietnam. His biggest achievement has probably been getting his work accepted by Defence Force bureaucracy as the definitive list of flights into Vietnam and personnel on them.

It would have been easy for Scotty to have simply claimed his own medals, but he saw a problem and set out to solve it, and in so doing addressed a massive hole in official record keeping and thoroughly earned the Chief of Air Force Commendation he was awarded in 2019.

The book is an engaging, and interesting account of one man's dedication and commitment, it is well produced and illustrated throughout. The inclusion of a little more historical and operational background information to aid understanding of the overall story would have been welcome, but that is a small niggle. It is an engaging read, a great insight into life on Bristol Freighters in and out of Vietnam and a real testament to Scotty Wingfield's ongoing dedication to his colleagues and his service, years after he had finished wearing the uniform.

"More than just a number" is available for \$40.00 (incl P and P) by emailing Scotty: wingfield.douglas@gmail.com

- Reviewed by Jeremy Seed



Military muscle battles it out for bodybuilding trophy

B | WING COMMANDER
Y | STU PEARCE

FROM LEFT TO RIGHT:

FLTLT Shirley Barakuta (RNZAF) with her Coach Trev Owens

LCPL Jimmy Anderson-Green (NZ Army), WGCDR Stu Pearce (RNZAF), PC Shannon Bowden (NZ Police)

FLTLT Shirley Barakuta, W/O Richie Pleasants, WGCDR Stu Pearce, Mr Mike McDermott, FGOFF Laura Small

FLTLT Mark Mieremet

LAC Aubin Moore

Athletes from the Defence Force, NZ Police, Fire and Emergency, St John and Corrections competed in the Armed Forces and Emergency Services Bodybuilding and Fitness Championships late last year.

ARE YOU UP FOR THE CHALLENGE?

If you are inspired by our athletes and would like to compete in the AFES Bodybuilding & Fitness Champs 2022, please email bbcomp@nzdf.mil.nz

The competition was hosted by ICN NZ, part of a global, all-natural bodybuilding federation where drug tested athletes compete under World Anti-Doping Agency rules. The competition proved a strong, aesthetic and athletic physique is achievable without using performance enhancing drugs. It also built comradeship across the Services, and self-confidence in our athletes, while promoting the highest levels of operational fitness and health.

The standard of athlete on stage was exceptionally high. Athletes had spent many months in training, managing their diet and nutrition, working towards “Peak Week”, the final few days before the competition, where carbohydrate, protein, fat and water intake is closely managed to ensure the leanest possible physique.

It wasn’t just the physical transformations that were impressive. Athletes embodied our core values in every way – the commitment to stick to a strict training and diet plan, comradeship in supporting fellow athletes, the integrity to compete fairly, and the courage to take to the stage and showcase months of hard work and dedication.

Woodbourne’s Corporal Jenny Creene won Overall Ms Figure, alongside Flight Lieutenant Mark Mieremet who won Overall Men’s Fitness.



Ohakea's Leading Aircraftman Kayla Holey won the Overall Sports Model title along with fellow Ohakea athlete Flight Lieutenant Shirley Barakuta who won her class in Ms Fitness First Timer and then went on to win Overall Ms Fitness Model. Leading Aircraftman Aubin Moore added to the Ohakea women's medal tally winning Gold in Novice Sports Model and a Bronze in Figure.

Leading Aircraftman Ezra Te Awe Awe took out a third place medal in Classic Physique against fierce competition from Army's more experienced athletes – an impressive result for a first timer. Hokowhitu's Flying Officer Laura Small showed incredible potential and poise on stage, winning a silver medal in First Timer Sports model. Nicole Booth won gold in Ms Bikini First Timer for Navy. Kane Bint, representing St John, won gold in Men's Fitness Novice.

Meanwhile the fight was on in the Masters 40+ class with Ohakea's Wing Commander Stu Pearce narrowly beating Woodbourne's Lawrence Turner to first place. In the Masters 50+ class Kim Reid (Police) took out the gold with Fire & Emergency's Hori Mana winning second place and Ohakea's Mike McDermott winning bronze.



The competition also included a Transformation class. In Transformation, athletes use training as a way of overcoming health or wellness challenges. Some athletes trained to lose weight, others to tackle underlying health issues such as diabetes, recovery from cancer or PTSD. If there was a people's choice award it would have undoubtedly gone to Linton-based former infantryman Harry Hill who lost in excess of 30kgs to compete in Transformation. Harry's passion, grit and bravery to take to the stage earned him a standing ovation from the judges, officials and audience.

Ultimately Army, led by Linton-based Sapper Ayden Foster won the overall Te Kiwi Maia Trophy for highest scoring team. Ayden dominated in Men's Bodybuilding and was awarded his ICN Pro Card. Fellow Linton-based Corporal Jimmy Green won Overall Classic Physique, with Army veteran Lisa Crosland-Marshall taking out first place for Women's Transformation and Sergeant Kim McComish and Corporal Ashley French winning first place in Ms Fitness Model 40+ and first place in Ms Figure Open respectively.



THE STORY BEHIND THE MEDAL RIBBONS

The ribbon attached to medals awarded NZ Armed Forces & Emergency Services ICN Bodybuilding & Fitness athletes incorporated a kowhaiwhai pattern taken from our whareniui at the Air Force's Tūrangawaewae. It depicts the mangopare or hammerhead shark, representing the struggle to achieve that which is difficult and is used as motivation to encourage perseverance.

Art in Recovery Workshop

HOMECOMING

30 APRIL – 1 MAY 2022

**Rannerdale War Veteran's
Hospital and Home, Christchurch**

Fully-funded workshop led by two art therapists available for current and former serving Injured, Wounded and Ill (I.W.I) service personnel, and Families of the Fallen (FoF) on their journeys to recovery as explored through arts therapy.

12 places available (for Canterbury residents only)

Apply at: artinrecovery@nzdf.mil.nz

Applications close: **15 March 2022**

Notices

NEW MILITARY COMPLAINTS PROCESS

The Chief of Defence Force has issued a Directive that formally establishes a new process for administering and managing complaints made by members of the Armed Forces to their Commanding Officer (CO), or in exceptional circumstances to the next superior officer in their chain of command.

A new template (MD1727 Military Complaint Form) and a centralised online Military Complaints Register have been developed for the recording and reporting of CO level complaints.

NZDF annually audits the complaints it receives that are registered in the Military Complaints Register.

Military personnel can continue to make a complaint verbally, or in writing to their CO or next superior officer. In addition they can now use the MD1727. The CO receiving a complaint (verbally or hardcopy) must ensure it is entered into the centralised Military Complaints Register. For units without access to the Military Complaints Register, email the MD1727 and all associated information to the Military Complaints email address (mil.complaints@nzdf.mil.nz) and the information will be transferred on your behalf.

Any member of the Armed Forces is entitled to make a complaint (Defence Act 1990, Section 49 – see also DFO 3, Part 13, Chapter 2, Para 15) if the member considers they have been wronged in any matter, except where it relates to an appeal under the Court Martial Appeals Act 1953 or the Armed Forces Discipline Act 1971.

Further information can be found on the NZDF HR Toolkit on the right hand side of the homepage. Select c from the a-z menu, then scroll down the list and click on complaints process (military).

Name of Directive if you need to reference it: CDF DIRECTIVE 17/2021 COMPLAINTS BY MEMBERS OF THE ARMED FORCES POLICY UPDATE

19 COURSE BOY ENTRANT AND 1 CET COURSE 60TH REUNION

When:

To be held Anzac Weekend 23–25 April 2022, Covid permitting

Where:

RNZAF Museum of New Zealand at Wigram and surrounds

For more information contact Brian Hill, Duncan McMahon or Graeme Munro on 0274509417



Looking for a new challenge?

DSOA is the gateway for all Military personnel pursuing a path to the NZDF Defence Human Intelligence (HUMINT) capability as a Defence HUMINT Operator. Open to all NZDF Military personnel.

To find out more about joining the NZDF Defence Human Intelligence capability team, please visit the NZDF ILP Intranet site.







B | CORPORAL
Y | NAOMI JAMES

This shot was taken during the response to the West Coast floods. During one of our transits, the cloud cover from the stormy weather caused some caution for the NH90 crew. As I watched and listened to the team working together to safely traverse through the weather, I saw the rain slowly build up on the loadmaster's visor as he continued to observe the weather and stay mission focussed. Grabbing my camera, I took this shot to capture these details in one image.

BE PREPARED FOR COVID-19

It is highly likely that COVID-19 cases will soon rise in the community. Being prepared means your whānau and community can get help and support when our community is affected by COVID-19.

Get vaccinated

Get your booster.

Protect yourself and others

Practise hand hygiene, wear your mask, socially distance, scan-in, use ventilated spaces.

Stay informed

Regularly check locations of interest, think about your interactions with others and risks of exposure in unfamiliar settings.

Stay home if you are sick

Avoid contact with others, seek and follow health advice, and get tested when required. Don't risk the health of others in the workplace or vulnerable friends and whānau!

Be prepared

Prepare to self-isolate, prepare to support others, talk about reducing spread across your household. Make whānau/pet support arrangements and have the supplies and medications available if you or the whānau need to isolate.



**Book
your
booster
today**

Keeping yourself and your workmates COVID-19 free is still your goal! NZDF will be less effective in its duties assisting NZ and other countries if lots of personnel are infected and can't be at work.

Click the COVID-19 quick-link on the NZDF ILP homepage for more information