

AIR FORCE NEWS

Armed
response

Comms in
the field

Supporting
Niue

#249

AUG | 22

Mānawatia a Matariki



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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:

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Te Kāwanatanga o Aotearoa
New Zealand Government

First Word



B | BASE COMMANDER BASE OHAKEA
Y | GROUP CAPTAIN ROB SHEARER

“People should feel empowered to lead self, seek help if needed, and trust the organisation will investigate complaints appropriately. I know this trust issue is sensitive, and therefore have no tolerance for command not taking complaints seriously.”

Kia ora team. Influencing climate and culture is a standing agenda item for our fortnightly Base Executive Hui. One of the main topics up for deliberation is Op Respect implementation. Treating our comrades with dignity and respect ensures teamwork prevails and therefore demands our commitment.

We wanted to implement Op Respect in a meaningful and enduring way. Some early inspiration came from the Ohakea Command Warrant Officer bottom-up approach workshops. With tongue-in-cheek, one of our younger aviators exclaimed that we treated our aircraft better than we do our people. This got us thinking about Op Respect in terms of people safety and using the safety management system framework to manage people's safety.

We rolled out our implementation using the four Safety Management System (SMS) pillars you might recognise from Defence Aviation Rules. The first pillar encompasses Chief of Defence Force policy, my senior leader's commitment statement, and base and unit plans tailored to their unique environment, complete with objectives.

One of the criticisms of the initial Op Respect implementation was a lack of an assurance framework to measure performance against the initiatives. Here, the SMS pillar of safety assurance provides guidance. We audit base and unit plans to ensure progress against objectives. The commanding officers and Unit Guardians provide regular feedback on their plans. We welcome Audit NZ as an external auditor against Op Respect performance – a sure way of focussing any commander's attention.

Risk management is included in our people safety system. The Command Warrant Officer manages a small but growing risk register that identifies hazards we can prioritise for treatment. It is primarily infrastructure improvements such as locks on unisex facilities, lighting, and swipe card access for the gym out of hours. Alcohol continues to be a risk identified in various feedback, including from the Sexual Assault Prevention and Response Advisors (SAPRAs), who we meet with fortnightly. Anti-harassment advisor, and bystander, and restricted and un-restricted disclosure training all contribute to the promotion of systems for people's safety and education pillar.

So how is it going? Influencing culture takes time. I am heartened by the commitment and effort from the commanding officers and Unit Guardians (see page 31). On my commander calls I am reassured by our people that they are confident they know how to deal with poor behaviour. That said, I know from the SAPRA and the Base Safety Team feedback that we have increasing cases of poor behaviour. Anecdotally this may be due to our people demonstrating more courage in reporting unwanted behaviour. We have also used the Safety Event Management Tool to report harassment in our clubs and messes and investigated it accordingly. An open reporting culture positively contributes to our people safety system.

The lead Audit NZ representative asked me what success looks like. I replied that I envision a future where we no longer refer to Op Respect because people safety is “simply the way we do things around here” – which is one definition of culture.

Mā te wā

Armed response

WORDS
REBECCA QUILLIAM

PHOTOGRAPHY
SERGEANT SAM SHEPHERD

No. 3 Squadron recently trained with New Zealand Police tactical teams in a pilot recertification exercise based on a rescue scenario of a person being held at a remote Wellington location by several armed offenders. The wind was wild and the moon was bright as the helicopters moved in on the location.





Three NH90 helicopters carrying members of the Wellington Armed Offenders Squad (AOS) and Special Tactics Group (STG), flew from the Air Force’s Air Movements terminal at Rongotai in Wellington in response to the scenario.

One police team was unloaded on a hill nearby. A STG team, with a police dog, fast-roped from a NH90 closer to the action and the third NH90 helicopter hovered above the location with a Police observer and medics on board.

The STG team breached the door of a building. One ‘offender’ fled and was tracked by helicopter and the Police dog team and was arrested. Another drove off, abandoned his vehicle and was tracked and arrested by the dog team with support from the helicopter.

Wearing night vision goggles and combatting strong winds, NH90 co-pilot Flight Lieutenant (FLTLT) Paul Robinson said the conditions were at the limit of what they could fly in.

“The wind was quite challenging. To be able to operate in those conditions was beneficial because it’s more likely that we can achieve a more covert operation.”

The sound of the wind worked in their favour by blocking the sound of the loud rotor blades, FLTLT Robinson said.

“For me it was a qualification for air assault flying. I was flying the NH90 that landed on a hill with AOS acting as the cordon team.”

It was always good to work with Police, to build relationships, he said.



“In the case of something like this ever happening, we want to have a good understanding of what each other does. To be able to practise like this is a great opportunity.”

The aircrew was using night vision goggles during the training, which was helpful in the light-deprived regional park although aided by bright moonlight.

Helicopter loadmaster Sergeant (SGT) Kelvin Arthur was responsible for fast-roping the STG team to the location. Doing the training at night with strong gusts made the job extra challenging.

“It was really just the aircraft holding its position over the relatively small area we were trying to get the officers down to and ensuring that they ended up on the road and not over a fence and down a hill.

“We were sitting in the lee of a hill at the time so we were getting moved around by the wind coming over the hill next to us.”

SGT Arthur and another helicopter loadmaster helped to winch down the police dog and his handler. The handler needed an appropriate harness for the dog and the dog itself needed its own harness attached to the handler.

It was beneficial working alongside the Police teams, he said. “They are really good to work with. They’ve got good drills, they work hard, they do what they are supposed to and that makes our job easier. It’s also great just to be working with a different organisation – they bring their own unique challenges and requests in terms of what they want to receive.”



From a Police perspective, the exercise was a success in the challenging conditions with lots of moving parts.

It was a great opportunity to work with the Air Force, said a spokesperson for Police tactical groups.

“They are a very professional group and working alongside the NH90 crews in training exercises such as this reinforces the high levels of trust we have in them to deliver us efficiently and safely to an objective when needed.”

LEFT
Police team in an NH90

MIDDLE
Police team receiving a briefing at Air Movements terminal

TOP RIGHT
NH90 flying the Police team to the scenario location

BOTTOM RIGHT
A Police team member at Air Movements terminal at Rongotai



“It was a complex and challenging exercise given the conditions and tested a whole range of things that need to work for the exercise to be a success. It was a very worthwhile activity.”

- Police spokesperson





Communications in the field

The recent Communications and Information Systems Mechanic course culminated in Exercise Cold Sparks, which enabled the students to apply their knowledge, skills and attitudes in a remote simulated deployed environment.



LEFT
Setting up equipment in a Pinzgauer

MIDDLE
Setting up satellite communications at Dip Flat

TOP RIGHT
Setting up communications equipment at Dip Flat

BOTTOM RIGHT
The Communications and Information Systems
Mechanic students receiving a briefing



The Communications and Information Systems Mechanic students displayed their ability to deploy, operate and maintain masts, antennas and radio systems under non-tactical field conditions.

The students also established radio nets and communicated with simulated aircraft, including receiving distress traffic, Communications and Information Systems (CIS) instructor Corporal (CPL) Nick Baugen said.

The 34-week course taught the students how to effectively apply Defence Force security measures, use communications equipment and tools and operate radio and antenna systems. They also completed IT courses such as satellite fundamentals and cybersecurity, he said.

“Before deploying on the exercise the students undertook a familiarity exercise aptly named ‘Base Ex’ which is where they ‘put it all together’ and practise operating in a communications team from a light operational vehicle (Pinzgauer). This provides the students with an opportunity to iron out any wrinkles before applying their skills in a field environment.”

Aircraftman (AC) Daniel Calder said the exercise was far from a camping trip and was not your typical outdoor excursion.

“Despite being well prepared, as our modest cohort of five found out, the exercise proved to be a test of team cohesion, maintaining proper safety practice, and pushing our ability to improvise under pressure.

“With the course now finished and the ‘fist and sparks’ Communications and Information Systems (CIS) trade badge awarded – it’s fair to say there’s a large element of anticipation as we move off to our respective postings – our objectives evolving to fill positions which directly contribute to Defence Force outputs,” he said.

AC Kaleb Downes said the exercise was the end of a long journey of learning.

“We learned all about what our trade does and how we operate in the field. We started the exercise setting up a communications detachment, including antennas, our Pinzgauer (communications vehicle) and our radios.



“The pressure ramped up the following day where we had to increase our urgency and some pressure was applied with timeframes. It went well and within the hour of arriving on site we had everything set up and began communicating with aircraft.”

There were some challenges. Half-way through the exercise one of the team's radio nets failed to function correctly, resulting in them not meeting the time requirement, packing down and starting again.

The exercise finale was a phase of endurance, maintaining constant communications for 24 hours straight.

“This was my favourite part of the exercise as we got to experience the real feeling of what being a communicator is like,” AC Downes said.

“Operating a radio communications circuit into the night and throughout the next morning brought us to the end of our exercise.”

AC Matt Larsen said the exercise was an excellent indicator of how to act under pressure and how to think on your feet if something goes wrong.

“A lot of it builds on the ‘fight for comms’ mentality rather than just setting it up and hoping it works first try. Personally it highlighted my weaknesses and enables me to work on them to be as effective as possible in a real world situation/ environment.

“It also let me see what I'm best at and what I can bring to a team in the field. It really all comes down to the mind-set of the individual and whether or not they are willing to take criticism on board and work to improve.”

AC Max Marshall said the whole exercise experience was positive.

“It was a strong showcase of what we had learnt and gave method to the madness, allowing us to put together all the pieces of the puzzle under more demanding conditions.

“The weather was cold but the comms were good. Overall the exercise was a fantastic opportunity to experience before heading out to begin our next chapter in the trade.”

– *Aircraftman Kaleb Downes*

“Considering that conditions ranged between cold, wet, and dark, the timings we were given were mostly met, which gave us confidence that our preparation had been more than adequate. Couple this with a very high level of team cohesion under stress and you have a fun exercise, pitched at the right level and showcasing good results.”

Whānau focus for Matariki

B | EDITOR
Y | REBECCA QUILLIAM



In the afterglow of the first nationwide recognition of Matariki, Māori Cultural Advisor Flight Lieutenant Brad Anderson tells *Air Force News* what the celebration means to him.

“As I become wiser in age, it’s all about reflecting on life. So it’s very similar to the normal New Year that people celebrate – looking back on what I’ve achieved and what I can do better in the coming year,” he said.

The celebration puts Flight Lieutenant (FLTLT) Anderson’s whānau into sharp focus for him.

“I’m always trying to have that balance so when the times that matter, like when my children have events like sports or kapa haka, I try to make them the priority. When they look back on what they’ve achieved and what they’ve done for the year, I want them to remember that Dad was there.”

For the first national holiday celebrating Matariki, FLTLT Anderson took his whānau back to his home town of Mt Maunganui. He also spent time with his extended whānau in Pukehina, where his iwi Ngāti Whakahemo is based. He also associates with the iwi Te Aupōuri in the Far North where his father’s ancestors lived.

FLTLT Anderson had no intention of joining the Air Force and in 2008 was working to build a life for himself and his family on Australia’s Gold Coast as an electrical engineer, when he received a life-changing phone call.

“My wife and daughter, who was the only child at the time, stayed in New Zealand while I was in the Gold Coast trying to set up. My wife’s boss, who used to be in the Air Force called me one day and said my wife mentioned she doesn’t want to leave New Zealand. So her boss got me an interview in the Air Force. I was a bit thrown by it.”

After speaking with his wife he agreed to an interview when he was next back in the country.

“What I recall is doing two tests and an interview and they said to me, ‘Start in two months.’”

Before he knew it FLTLT Anderson was on a Boeing travelling to Base Woodbourne to begin his recruit course and qualify as an aircraft technician. Aiming to leave after a couple of years, he was surprised to find that the Air Force didn’t offer him just a job.

“Very quickly I learned all about the other stuff. The Air Force isn’t just about trades, it’s about variety and all those things that support you and your family in terms of a balanced lifestyle. Fourteen years later, I can’t think of any other place I would want to be.”

His career began in Base Auckland as a mechanic and after a few years an opportunity to work with youth in the tri-service environment at the Youth Development Unit in Burnham came up.

“I jumped at it. We moved down to Christchurch and I worked as a section commander there for three years and absolutely loved it.”

At the end of that posting, FLTLT Anderson, who had also been studying logistics and supply chain management, met the requirements to become an officer and sailed through the officer selection process, ending up as an operational support officer working with recruiting.

His newest role as the Māori Cultural Advisor has focussed FLTLT Anderson’s attention on improvements within the Air Force around Māori culture.

“There are two approaches, one is to try to make the culture more of the norm in our organisation so that Māori and non-Māori alike see the culture around us here as more of a day-to-day norm. The other one is to try to shape some of those specific areas that are turning points for people in their career in terms of leadership and try to shape those areas to be more culturally sensitive.

“It’s always around how I can be a better husband and a better father to my four children – that’s always been number one. Quite often, if I’m honest, those priorities are the first to get put on the shelf with work demands.”

“There’s more education required around the importance of the Treaty of Waitangi, around the importance of culture from that cultural perspective for those who may not be as familiar with it as others. Once they understand the importance, then I’ve seen they are a lot more supportive.”

However, the move requires extra resources for people to access, he said.

“It’s very easy for me to say people need to try harder, understand more and be more supportive, but for a lot of Māori or non-Māori, they don’t know what that means or where to start or what that looks like. It’s unfair of us to say to be more supportive without providing some sort of education on what supportive looks like. So it’s around providing that education.

“One of my main efforts at the moment is to try to provide those opportunities for people to become more aware so they are more comfortable and try to become more supportive and inclusive without feeling like they are disrespecting the culture.”



Leadership exercise a revelation

B | OFFICER CADET
Y | CAM TALBOT

Against the backdrop of the snow-draped St Arnaud Range at Dip Flat, the RNZAF Officer Commissioning course recently completed a leadership exercise.

The exercise was the culmination of 26 weeks of officer training for direct entrants, and 16 weeks for commissioning from ranks students. It assesses officer cadets' ability to carry out practical leadership exercises.

During these tasks, leaders encountered complex, ambiguous scenarios, including dealing with enemy parties, civilian intervention, working in unfamiliar terrain, and all with little command guidance.

Training alongside the officer cadets during the week at Dip Flat were students from the communications and information systems school.

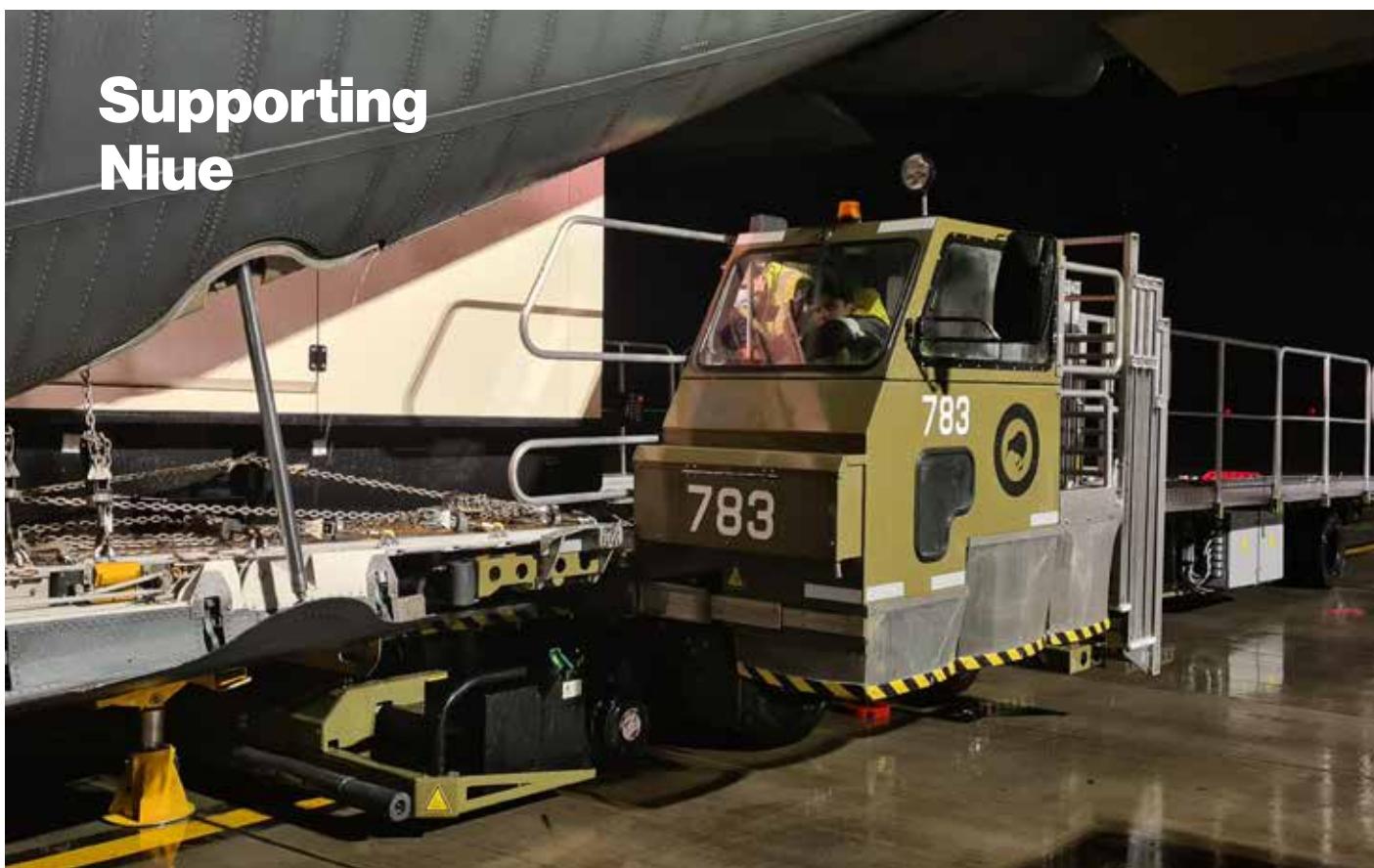
The officer cadets used this opportunity to build new relationships with them, gaining experience operating alongside other units completing separate tasks in an operational environment.

Two weeks after the exercise finished, the Royal New Zealand Air Force gained 25 new junior officers with friends and family watching on, as the RNZAF Officer Commissioning course graduated at Base Woodbourne.

Among the graduates were a variety of trades, including supply, intelligence, pilots, security forces, communications and information systems, psychologist and operational support officers.

“It is up to the officer cadet to use critical thinking and situational awareness to get their team through each scenario.”

Supporting Niue



A team of civilian doctors and nurses, New Zealand Defence Force personnel and a seven-tonne generator have been flown on board a C-130 Hercules to Niue, to assist with the recent Covid-19 outbreak and power outages there.

Personal Protective Equipment including gloves and masks were also on board the aircraft, along with 5000 rapid antigen tests supplied by the Ministry of Health to support the Government of Niue with its Covid response.

The generator has been taken over following interruptions to power supplies in Niue.

The Government earlier announced that Aotearoa New Zealand was sending personnel and medical supplies to the Pacific island.

Commander Joint Forces New Zealand Rear Admiral Jim Gilmour said the Defence Force had been supporting the Ministry of Foreign Affairs and Trade (MFAT) and representatives in Niue to ensure the country's people got the support and assistance needed at this time.

A New Zealand Medical Assistance Team of doctors, nurses and logistics personnel were deployed along with five Defence Force personnel, who assisted with Covid response planning and logistics.

NZ Army Major Jade Hamilton said the team was looking forward to using their skills "in support of our Niue whānau, friends and neighbours".

Some members of the Defence Force team had been set to go to Niue as part of the group going on Exercise Tropic Twilight, and have now deployed to support Niue's Covid response.

Exercise Tropic Twilight is a humanitarian aid and assistance activity led by the Defence Force in conjunction with MFAT.

Planning for that activity had been a couple of years in the making, following border closures due to the pandemic.

Under Exercise Tropic Twilight, an engineer construction team upgraded facilities at Niue High School, and hydrographic surveys of coastal and harbour areas were conducted as part of planning and preparation in the event of a natural disaster.

Defence Force personnel met Niue's Covid requirements, and were fully vaccinated.

“As a South West Pacific nation, it is an important role for New Zealand’s Defence Force to enable this vital support to our neighbours.”

- Rear Admiral Jim Gilmour

85

YEARS OF SERVICE

A salute to air ordnance



As the Orion fleet retires to make way for the P-8A Poseidons, No. 5 Squadron's air ordnance specialist trade will also come to an end. We take a look at the long-serving trade and how it has contributed to the country's Airborne Surveillance and Response Force over the past 56 years.

The full Orion crew consists of 12 aircrew, one of which is an air ordnance specialist.

The trade also serves as a feeder to the air warfare specialist and air warfare officer trades, providing experienced aircrew who also hold wider Defence Force experience to those direct entrance groups, air ordnance specialist leader Warrant Officer (W/O) Aaron Grocott said.

While the name ordnance might infer a specialised knowledge of weaponry, that is not the only thing involved in the role, with specialists knowledge ranging from weapons to catering to medical protocols.

A major responsibility for the specialists is working with the kill store system. The P-3K2 Orion is capable of dropping bombs and torpedoes. The team are the aircrew specialists in the management and problem solving of these systems from the time they are loaded to the time the stores are dropped or returned to our armament techs, W/O Grocott said.

"The kill store system is also used to drop life rafts to survivors in the ocean. All of these and other outputs have procedures that require specific contributions from air ordnance specialists. They are also the only aircrew qualified to load, unload and check life rafts connected to the kill store system, a crucial skill for no-notice search and rescue callouts."

The team also looks after the search store system, used to pneumatically fire various stores from the sono-package during warfighting, intelligence gathering and search and rescue scenarios.

"This can be difficult and hazardous work loading up to 100 heavy sonobuoys in flight while communicating with the Tacco and crew and entering information in the aircraft Data Management System," W/O Grocott said.

The trade is responsible for the preparation and deployment of Expendable Mobile Acoustics Training Targets, Phosphorus Smoke Markers, Electronic Signal Underwater Sound, Gun Flares, 406 Locator Beacons and other various droppable survival aids.

**LEFT**

Launching a Sonobuoy from a P-3K2 Orion

MIDDLE LEFT

P-3K2 low level live firing of MK46 Torpedo

MIDDLE RIGHT

MK46 Torpedoes in the bomb bay of an Orion P-3K2

RIGHT

W/O Aaron Grocott using a camera as part of his role



“Many people are surprised when I tell them the specialists are more often than not also conducting photography, which represents a significant portion of our core training. Sometimes targets can be kilometres away or as small as a person and on most occasions we are whizzing past at 300 knots.”

The team launches lifesaving loads out of the main cabin door to lost boats or communication equipment to isolated communities. They are also liaisons with foreign nations’ customs and immigration officials as well as flight administrators, building rapport with ground handlers and officials and learning ways to facilitate smooth operations under extremely varied conditions, W/O Grocott said.

Air ordnance specialists’ tasks encompass a wide array of skills including ensuring there are sufficient food supplies on board the aircraft during the long flights, being responsible for Covid-19 personal protective equipment and Covid management equipment. They also look after aircraft cash the aircrew use during national contingency callouts and overseas military exercises.

W/O Dave Lark said when the trade opened to non-armourers, it “opened the door for many other personnel to become part of the air ordnance team on mighty No. 5 Squadron”.

It was also a role where they could build trusting relationships with airport authorities throughout the Pacific islands, he said.

“They were also required to set a very high standard of banter towards the rest of the crew members, to ensure they were kept on their toes,” he laughed.

Squadron Leader (SQNLDR) JV Voice also remembers his days as an air ordnance specialist fondly.

“The biggest advantage I had, was all my training on Orion equipment and the aircraft while working in the armament section at Whenuapai, prior to my armament fitter’s course. Then back to 1ED at Hobsonville before returning to the bay at Whenuapai,” he said.

“Christmas-time always had the Orion delivering Christmas packages to the teams based at Raoul Island in the north of New Zealand and Campbell Island in the deep south of New Zealand.

“These included on occasions a keg of beer for Christmas. The Orion visit to these outer islands was a highlight for the personnel on the island.”

Other notable memories were the search and rescues. The successes were always cheered, but they didn’t always turn out that way, SQNLDR Voice said.

“There was one particularly bad mission due to terrible weather conditions, during a Sydney to Auckland yacht race, when a number of yachts were never found.”



Jubilee flight a career highlight

More than 70 aircraft from the United Kingdom military soared above Buckingham Palace on the first day of Queen Elizabeth II's Platinum Jubilee celebrations. Among them was Royal New Zealand Air Force pilot Flight Lieutenant (FLTLT) James Patrick, co-piloting the lead Chinook CH-47 in the helicopter flypast.

The scale of the flypast – which included World War II Spitfires, Hurricanes and a Lancaster, alongside some of the world's most advanced warbirds – meant it was a career highlight, he said.

“To see and be involved in the coordination of 70 aircraft, which all flew over the same spot with only 30 seconds in between each element and at different heights and speeds was spectacular.”

The flypast was months in the planning and involved multiple ground briefs, and co-ordination meetings between aircrew, air traffic and other supporting elements, FLTLT Patrick said.

“Essentially flying over London and through Heathrow's approach path was always going to take some planning. There were multiple airborne practices, which ranged from just the formation leaders to confirm timings through to some specific formation practices to ensure the package itself looked good from all angles.”

Growing up in Hawke's Bay, FLTLT Patrick joined the Air Force in 2015 and qualified as a helicopter pilot with No. 3 Squadron at Base Ohakea. Last year he was selected for a three-year exchange programme with the Royal Air Force (RAF).

FLTLT Patrick's exchange is with No. 18 (B) Squadron, based at RAF Odiham in Hampshire. He is fully integrated in the squadron as an RAF Chinook CH-47 pilot to experience how the Air Force uses its support helicopter force.

The first year is focussed on converting onto the aircraft, completing all the required courses and becoming familiar with a new air force system. The remainder of the exchange is used to embed fully with a RAF support helicopter squadron, which in the past has offered operational deployments to Afghanistan, Mali and many overseas exercises, FLTLT Patrick said.

“So far, no one day is the same on this exchange. I am currently sitting in El Centro, California after conducting some DVE (Degraded Visual Environment) approaches. This is where helicopters and crews practise flying approaches to spots in the desert and safely landing while kicking up a massive dust cloud around the aircraft. This has previously been a major issue for helicopters operating in either desert or snow environments so is essential training for the RAF helicopter squadrons.”



The 40-year-old Chinooks are a favourite of the RAF, with the service continuing to buy new versions of the aircraft in the coming years, he said. However, learning to fly the unique helicopter was a challenge with one main difference being that the aircraft doesn't have a tail rotor but two main rotors, he added.

"A lot of caution is usually placed around the rear of the aircraft on a conventional tail rotor helicopter because it wouldn't be a good day if something happened to it. As for the Chinook, presenting the aft of the aircraft is often one of the best options when landing or positioning the aircraft as it has the most clearance from the main rotors and that's where the ramp is, making it easier for on-load or off-load of troops and equipment."

The two main rotors create a lot of downward thrust allowing the Chinook to lift heavy loads. A fully loaded aircraft can carry up to 6,000kg of fuel, possibly 7,000kg of payload with a shorter endurance and come in at a total all-up weight of 24,000kg depending on the environment, FLTLT Patrick said.

"It truly was a remarkable feeling to fly over the Queen and her family at Buckingham Palace, above all the people celebrating in London and with so many other aircraft ranging from the Lancaster through to the F-35s. It's something I won't forget."

"To put that into perspective, the previous aircraft I flew, the A109s, total all-up weight is just over 3,000kg. This clearly makes the Chinook one very capable platform and why, I personally believe, it's still being used today after just passing 40 years of service with the Royal Air Force.

"The exchange now continues with likely more exercises and courses and I hope to gain further experience into how the Royal Air Force utilises their support helicopter force."



NH90 crew gives young patients uplifting time

Eight young people supported by the charity CanTeen Aotearoa and their caregivers have been treated to a flight over Christchurch in an NH90 helicopter as part of Uplift in Kind.

Pilot Flight Lieutenant Hamish Park said it was a real pleasure to take them on a flight over the city.

“We are often helping local communities in different ways and it’s great to be able to help these families have a memorable experience.

“My first ride in a helicopter was certainly an experience that has stayed with me, so it’s pretty great to be able to share something similar with these families who are going through a challenging time,” he said.

Uplift in Kind gives those who are less fortunate access to uplifting and aviation opportunities. It works with charities, such as CanTeen Aotearoa, to gift young people access to a number of aviation experiences.

Uplift in Kind founder Tony McCombe said the programme was heartfelt by all involved and they were very excited to be able to go flying in the NH90.

“The excitement and thrills we have been able to achieve for these families is immense, and we like to think that it will give hope to those who really need it.

“We are ecstatic about being able to join forces with the Air Force to make memories and cheeky smiles. The families are over the moon and we loved seeing the impact of another heartfelt mission come to life,” he said.

CanTeen Aotearoa supports rangatahi/young people aged 13–24 across Aotearoa who have been affected by cancer. Whether dealing with their own diagnosis or cancer in their whānau, CanTeen provides a range of free support services, including individual support and therapy, peer support events, therapeutic programmes and camps, and online support.

The organisation’s national manager of Psychological Services Lucy Barnes said peer events like this were important because they supported rangatahi to connect with others who can understand what they’re going through.

“Our relationship with Uplift in Kind is important because of the special experiences they gift to rangatahi.

“Experiences like the one with the Air Force not only help give rangatahi a break from cancer, but it’s also something they and their whānau will remember forever,” she said.



First boots on the ground

B | PUBLIC AFFAIRS OFFICER
Y | SQUADRON LEADER KIRI OHLSON

He waka eke noa We are all in this together

The Deployable Joint Inter-Agency Task Force (DJIATF) is the first group to be called upon when a security or natural disaster occurs in the region or beyond and the NZ Government requires Defence Force involvement.

Ranging from humanitarian assistance and disaster relief, to stability operations and coalition support, the DJIATF team is often among the first Defence Force personnel on the ground working with partner nations and other government agencies to respond.

Members of the DJIATF have recently deployed to Niue to help with crisis management contingency planning as part of the country's Covid response.

Earlier this year Flight Sergeant (F/S) Pete Nicholas was deployed to Tonga as a part of the New Zealand response to the volcanic eruption and subsequent tsunami.

"One of the initial challenges with Tonga was not being able to put boots on the ground and managing the Covid requirements," said F/S Nicholas.

"Lessons learned from Tonga included being flexible in what we're doing. Like all plans you start out with an initial concept and end up making multiple changes prior to implementation."

Maintaining operational readiness requires DJIATF personnel to maintain their deployability and for the unit to conduct regular training and exercises in order to be prepared for any task. As a part of readiness training members of the DJs team recently completed the close combat shooting package (CCSP).

Lieutenant (LT) Payton Kaiwai is posted to DJIATF as the Deputy Operations Officer. "It's the little things, like just getting your grip right," he said about the CCSP training.

"I put more rounds down range in that week than I have in my entire career and I noticed an improvement with time on the tools."

In December last year he was deployed to Solomon Islands as the J3 Maritime Planner. His role was to support the integration of HMNZS Wellington into the headquarters of the combined task group.

"The way some things are done in Navy is not the way things are done in the Army and we had to work towards finding some middle ground," said LT Kaiwai.

"This deployment set us up well for future integration of ships into the headquarters and non-land based units into HQ DJs because we had to merge two cultures to be more effective."

Colonel Mel Childs has recently assumed the role of Commander DJIATF.

"Being ready to respond, to assist where required, be it in New Zealand, in the Pacific or further afield, I believe, is every sailor, soldier and aviator's core role," she said.

"The opportunity to be posted to a unit where the primary task is to deploy to be a force for good is exciting, and I know it will be extremely rewarding."

PHOTO
Tonga following a volcanic eruption and tsunami in January this year

Medic of the Year

Corporal Tessa Black has recently received the Sergeant Gordon Watt Memorial trophy for the 2021 RNZAF Medic of the Year.



Corporal (CPL) Black is described by many as a hard-working and dedicated individual, whose open and friendly demeanour sees her build rapport easily with colleagues, command and patients.

“The past 12 months has seen CPL Tessa Black go over and beyond for the Ohakea Defence Health Centre and wider Defence Force medic trade. Her ability to multi-task while producing top quality work is exceptional and is always done with a smile and positive attitude,” CPL Black’s previous manager Lieutenant Gemma Macpherson said.

“CPL Black has been seen as a resource to not only the medics under training and medics but to the other members of the multi-disciplinary team and command elements. Her sound advice is used within the domestic and operational contexts and this is backed up by best practice while acknowledging the greater NZDF strategic vision.”

Of important note in CPL Black’s citation was her deployment to Op Kokako, which required Defence Force personnel to assist with repatriation of people from Afghanistan. Even though this operation came with potential risk there was no hesitation from CPL Black to make herself and the team ready to deploy. Her proactive behaviour to ensure the best available equipment was ready complemented the actions of the rest of the team, the citation said.

As part of the Defence Force medical team, CPL Black assisted with screening of passengers while providing medical health support to deployed personnel and returnees. Her professionalism, cultural sensitivity and work ethic during this activity is to be admired as accounts from others remark that she outperformed what is expected of her rank level the citation said.

CPL Black demonstrated courage and commitment in her role as a part of the Afghan repatriation deployment. The uncertain hostile nature of the Middle East and Covid-19 pandemic created an uneasy environment to work in but CPL Black performed to a

very high standard, the citation said. During the lead-up process there was no hesitation from her to ensure her individual readiness was satisfied for the deployment.

This year has seen a lot of challenges for Health. Throughout this time CPL Black has never wavered from her positive attitude and a strong work ethic the citation said.

The SGT Gordon Watt Memorial Trophy recognises the significant contribution by Air Force medics to wider Team Health and the Defence Force. The award was named in honour of the late SGT Gordon Sutherland Watt, an Air Force medical orderly who was killed while on active service in Vietnam in 1970.

The recipient of the SGT Gordon Watt Memorial trophy demonstrates outstanding performance of duties within the medic trade, including showing exceptional service and dedication while carrying out their duties as a medic. They exemplify the Defence Force core values of Tū Kaha Courage, Tū Tika Commitment, Tū Tira Comradeship and Tū Māia Integrity.



Logistics specialist ready to make an impact

B | SENIOR COMMUNICATIONS ADVISOR
Y | CHARLENE WILLIAMSON

After nearly 10 years out of uniform, Demelza Challies-Kolk has re-joined the Air Force, this time as an officer and looking to make a difference.

Flying Officer (FGOFF) Challies-Kolk joined the Air Force in 2006 as a supply specialist until her release in 2013 for work in the manufacturing industry.

However, the last two years with Covid lockdowns made her reflect on what she was doing.

“I really felt the need to come back to the Air Force and a more meaningful career.”

She has now completed the 16-week Officer Commissioning Course at Base Woodbourne and will head to Base Auckland to take up a role as a Flight Commander at the Aviation Refuelling Section.

FGOFF Challies-Kolk has enjoyed the deep friendships she has made while on commissioning course, and also the in-the-field exercises.

“I love being outside and we had a day while on exercise at Nelson Lakes where we woke up to snow and sleet, then the sun came out on our last day with the snow on the hills around us.

“It was just one of those moments when I was incredibly grateful to be with the people I was with, in an absolutely stunning part of the country.”

The 16 weeks were a challenge, especially with Covid, but the support of her peers meant that everyone could keep the momentum going and support each other, FGOFF Challies-Kolk said.

“What was unexpected was the level of self-reflection and the amount of peer-to-peer feedback that we did. I really found this one of the most valuable ways to accelerate my learning and growth.”

She is looking forward to her new role at Base Auckland and was excited to get to know her new team and make a positive contribution.

“Right now I am just looking forward to learning as much as I can, and making an impact.

“Longer term I am really keen to be involved operationally, whether that is through operations or continuing to Humanitarian Aid and Disaster Relief efforts.”

Anyone thinking of joining the service should take all of the opportunities that come their way, FGOFF Challies-Kolk said.

“You will make lifetime friends and find that you are capable of so much more than you ever thought.”

Bringing the classroom to the base

B | SENIOR COMMUNICATIONS ADVISOR
Y | SIMONE MILLAR

Fixing an aircraft, spotting your enemy and the art of camouflage may all be in a day's work if you're in the Royal New Zealand Air Force, but for 30 young women and six teachers, it's a bit of an eye opener.



The annual School to Skies Wāhine Camp was held recently at Base Auckland with the aim of introducing young women, under-represented ethnic groups and teachers to the world of science, technology, engineering and mathematics (STEM).

“Our School to Skies STEM camps are a unique opportunity for young female school leavers to experience what a career in a technical or aviation field would be like and give them the confidence to decide whether an aviation or technical career in the Royal New Zealand Air Force is for them,” says Sergeant (SGT) Daphne Pringle, Technical Director Op Tangata Kanorau.

Palmerston North Girls' High School student Isabella Ives didn't know what to expect from the course.

“We get to do some really awesome hands-on stuff which is pretty cool. I've always had a massive interest in aviation and computer science. I want a career that's outside, instead of sitting in an office, that allows me to do all the technical stuff too,” says the 17-year-old.

One focus of the programme is avionics, teaching the participants to get hands-on experience fixing real aircraft, creating components, planning flight missions and testing out flight simulators.

“When I leave school I am keen to do an engineering degree at university and then I want to join the Air Force. I was always keen to join the Air Force but wasn't sure what type of roles I could do, so this has really helped me,” she says.

Scarlett Macdonald aspires to study engineering at Canterbury University next year and says the camp will help her realise her dream.

“I wasn't sure what type of engineering I wanted to study, but after this, I'm pretty set on mechanical engineering. Working on the actual aircraft was really inspiring. We got to assemble the landing gear and worked on a helicopter engine,” says the Napier Girls' High School student.

The students stay on base for the week-long camp, experiencing what it's like to live and breathe life in the Air Force, hear stories from mentors in the STEM industry and build relationships with service personnel who were once just like them, looking to make a decision about their future.



This year, a 'Teachers Edition' is being run as part of the programme, giving teachers from all corners of the country the knowledge and skills to support young people with an interest in STEM.

Rachael Clelland teaches science and biology at Hauraki Plains College and says the values of the Defence Force align with what her school teaches students.

"Our school motto is Each for All, which I think underpins the primary value of comradeship in the New Zealand Defence Force. Coming on this camp gives me real insight into how it works, identifying job opportunities and gives me an idea about what military life is like, to see if I can develop some really memorable learning opportunities for my students," says Ms Clelland.

"We're a school that has a large catchment zone, there are lots of contributing primary schools feeding in to ours. We don't have a lot of expertise to do different sciences and traditionally we've been providing sewing and cooking classes but I'd like to introduce STEM to students coming into college."

Ms Clelland says the camp gives the girls insight to career opportunities they might not have considered before.

"When I was 11-years-old I wanted to be a paratrooper. It's 38-years-ago now, but I think that dream would be fantastic, fun and really exciting. In my life, I've realised there are no boundaries. For me, the only barrier in my way is my mind-set," she says.

Throughout the week the girls flourish with confidence, develop resilience and make great friendships.

SGT Pringle says the course is rewarding for their small team, knowing they have empowered and influenced young people who have gone on to pursue a STEM career.

"Knowing we have been a part in some small way in a life-changing decision is what it's all about for us."

"I really like building frames in the hangar. And the simulator was really exciting. It was cool to see what it would be like in the cockpit of the plane. Landing was exciting, I didn't crash... I landed on the grass before the runway, but I didn't crash!"

- Isabella Ives

Last line of defence

B | EDITOR
Y | REBECCA QUILLIAM

The saying goes that you're having a bad day if you need some of the gear the Safety and Surface team looks after. The equipment will keep you alive in a disaster and the team is under no illusion of the importance of ensuring it is kept in perfect condition.



The gear stored and maintained in Base Ohakea's Aeronautical Life Support Equipment Bay are life rafts, life preservers, dry suits and cylinders filled with CO2, helium or compressed air.

The bay is "pan-Air Force" and supports all the squadrons that use the equipment, Safety and Surface Co-ordinator Flight Sergeant (F/S) Forrest McLeod said.

The Safety and Surface team deals with a range of issues when they service the equipment, he said.

"In the Hercules there are different temperature changes in the wings, so you can get mould, mildew, all sorts of things happening to the life rafts. We need to ensure they are clean before operationally testing them with compressed air.

"We make sure they inflate in the time they are supposed to inflate, check the pressure relief valves work so they don't over-inflate, look for holes, change all the time-expired medical aids, so seasickness tablets and anything else in the First Aid kit."

Depending on the safety equipment being serviced, the work could take hours or days to get through, F/S McLeod said.

"You're already having a bad day if you have to use our stuff, so there is an importance to getting it right. There is a lot involved in what we do and we expect our people here to be able to do this and then go next door and pack parachutes seamlessly, or paint an aircraft.

"There are a lot of different facets and little skill sets needed for the job. You've got to be very observant, you've got to be able to identify degradation in material. Anyone can pump up a bike tyre but can you see what's going on with the tyre."

The team deal with safety equipment designed for large fixed wing aircraft such as the Boeing B757 and the Hercules C-130, down to the smaller rotary aircraft like the A109 helicopters.

"Sometimes with the big life rafts you can only get to them when the aircraft is being serviced but others can be taken out like a suitcase. The ones in the Hercules are stored above the engines in the wings. If the plane ditches in the water the wings will float on top and the rafts can be retrieved."



Mal Chambers-Asman teaches the fundamentals of servicing the life rafts and general handling skills to the graduates that have finished their basic fabric upholstery training at Base Woodbourne.

Each student will get on-the-job training for a few months at each of the Safety and Surface sections – the life raft bay, parachute bay and painting section.

“I think the students enjoy the variety. There are a lot of different things to be doing with the painting, life rafts and parachutes. The skills learnt also appeals – there is a lot of hands-on work,” Mr Chambers-Asman said.

“It looks complex and when you’re dealing with safety equipment it is, but when you get into the routine of servicing stuff, it becomes second nature after a while.”

Aircraftman (AC) Sarah Roberts is still going through on-the-job training and is about to start her next role in the painting section.

“I enjoy all the aspects, I started working in No. 14 Squadron working with the pilots’ gear and this is my last rotation in here and I just enjoy the complexity of it.”

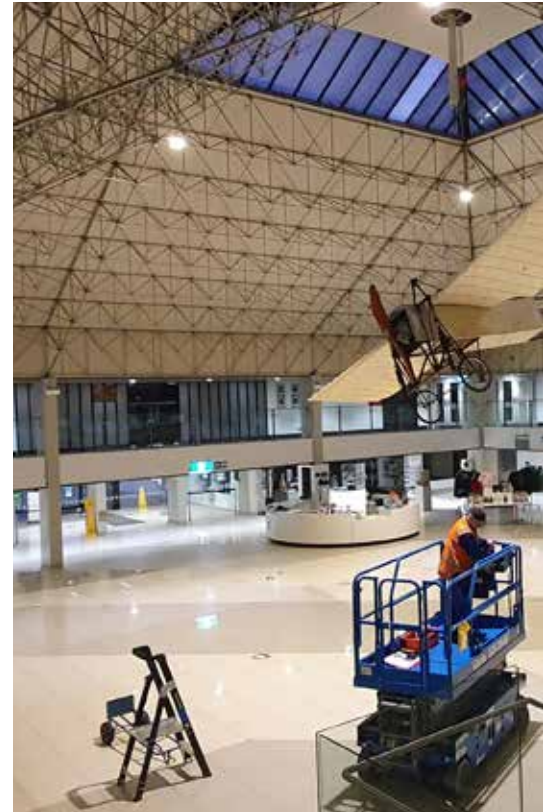
After going through recruit course in 2019, AC Roberts went straight into the Safety and Surface trade.

“I chose it solely for the sewing machine and fabric work. My grandmother has been a seamstress her whole life so it fitted exactly with what I wanted in a job, so I took it and ran with it.

“I think I’m quite a technical person and, while they’ve got all the sewing work that people think is really easy, but it’s definitely not, it’s got all the technical work as well and I enjoy the hands-on work with the equipment.”

“It weighs on me how important the work is, we can’t afford to make errors, especially when we’re the last line of defence with regards to safety.”

– Mal Chambers-Asman



Britannia rules the skies

Visitors to the Air Force Museum will soon be greeted by a new aircraft installation, soaring above their heads in the Atrium.

Many will remember the original trio of aircraft suspended in the Museum Atrium, specially chosen to represent different phases of New Zealand's military aviation history. A Bleriot replica, Tiger Moth and Vampire jet hung for more than 30 years, with little intervention beyond routine cleaning; even surviving the earthquakes of 2010–2011, with only the Vampire suffering minor damage.

In 2019, however, it was decided that it was time to give these aircraft a long overdue detailed conservation inspection in the Museum's workshops, so all three were lowered to ground level and moved out. This removal also gave the opportunity to review the engineering, content, and interpretation of the display in that area.

A structural review of the Atrium was undertaken by engineering consultants to determine the safest way to re-suspend aircraft or other large objects, taking into account issues such as seismic loading. Much of this work was severely delayed due to Covid-related interruptions, but eventually, the recommendation that one central suspension point should be established, with a maximum load capability of two tonnes, was adopted.

Design and fabrication work started on the new attachment point, while an old section of false ceiling was removed. The new and improved attachment point sits much lower in the Atrium space, reducing the height to which any suspended object must be lifted for attachment.

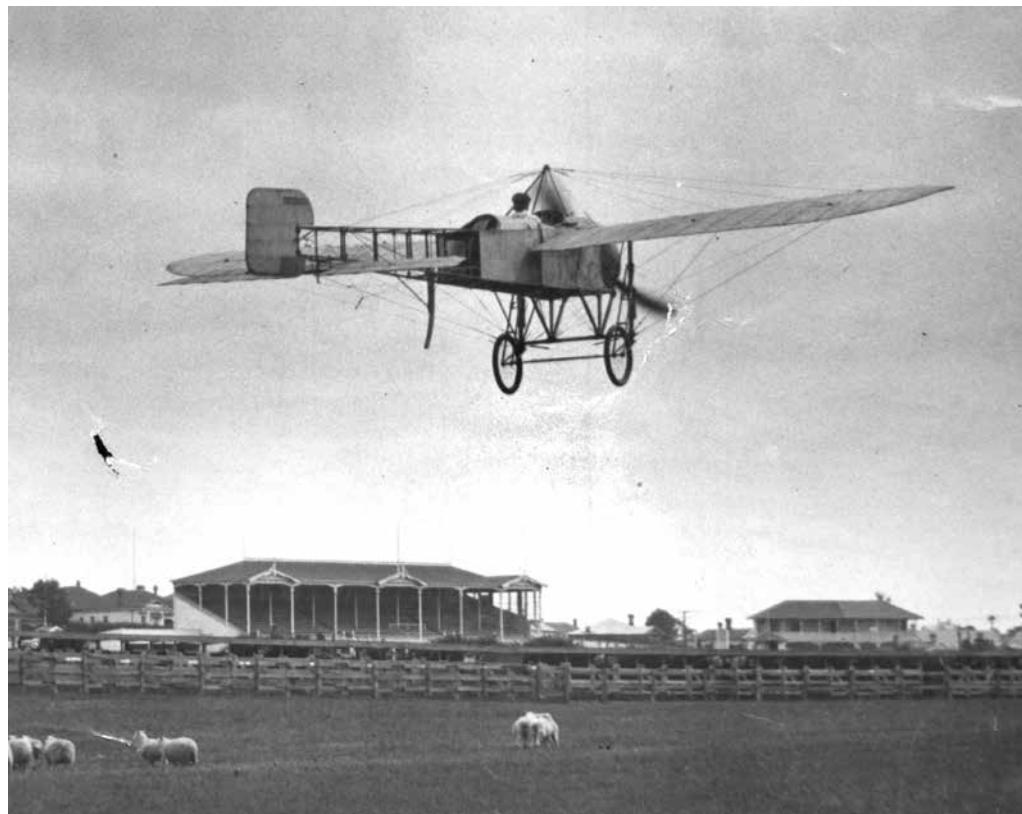
The installation also has an integrated electrically powered winch that can be used to lift the suspended item to the attachment point. This feature will make routine cleaning and inspection at ground level much easier and important for the ongoing preservation of museum aircraft.

Several candidates were considered for the replacement. As with any activity undertaken by the Museum, the preservation and conservation of the collection is paramount. This meant that issues such as airframe structural integrity, the preservation of originality and the risks associated with suspending individual aircraft were all considered when deciding which aircraft to suspend.

That said, the new attachment point provides the Museum with options and the plan is to review and change what is suspended from time to time.



As any large object suspended in the Atrium is also the first thing that visitors see when entering the Museum, it seemed fitting that the replica of Bleriot XI-2 *Britannia*, the aircraft that represents the beginning of New Zealand's military aviation story, should return to the space.



Bleriot *Britannia*: New Zealand's first 'military' aircraft

For a short time in 1914, the Bleriot XI-2 monoplane *Britannia* captivated crowds as New Zealand's first military aircraft. It was a larger and more powerful version of the Bleriot XI, the aircraft in which inventor-turned-aviator Louis Bleriot had famously become the first person to fly across the English Channel, in July 1909.

The XI-2 was presented to the New Zealand Government in 1913 by a group of English businessmen known as the Imperial Air Fleet Committee. After an embarrassing start – it arrived in New Zealand without its propeller *Britannia*'s first demonstration flights took place above the Auckland Showgrounds in January 1914. It was flown by official Government pilot, Joe Hammond, one of the few New Zealanders who held a pilot's licence at the time.

When the time came to choose a passenger, Hammond picked pantomime actor Esme McLellan rather than one of the many dignitaries present. It was an unconventional choice that probably surprised some of the officials, but there is no evidence to support the popular story that Hammond lost his job because of it.

Damage and equipment problems meant that *Britannia*'s later flights were cancelled, and it went into storage. Following the outbreak of World War I, the Government decided that the aircraft would be of more use in Britain, and *Britannia* returned there in October 1914, having flown in New Zealand for only about two hours. It was written off in May 1915 after being involved in a fatal crash.

The Museum's replica Bleriot XI-2 was constructed in Dunedin in 1985. The display recreates the original *Britannia* on its exhibition flight with Joe Hammond at the controls, and Esme McLellan as his passenger.

LEFT

Group of Museum personnel and volunteers in front of the Bleriot replica before it was first suspended from the Atrium ceiling, March 1987. L-R: Flight Sergeant Alan Woodley, Squadron Leader Sandy Currie, Lyn Buttle, Les Heath, Dave Cunningham

MIDDLE

With the aircraft in its final display configuration, measurements were taken for stabilising cables that will complement the main suspension cables and prevent excessive swinging during a seismic event

RIGHT

Britannia flying low over Epsom racecourse, Auckland, January 1914



Protecting our people

B | SENIOR COMMUNICATIONS ADVISOR
Y | KIRSTY LAWRENCE

Base Ohakea has created a new team of 24 people, named Unit Guardians, to help prioritise people safety as much as health and safety. Air Force News talked to some of the team to find out how this idea was created, and how it is operating.

Listening to younger personnel and gaining an insight into what they think might be successful in the Op Respect space is a key concept that has led to some big changes at Base Ohakea recently.

Ohakea's Command Warrant Officer (W/O) Aaron Jeffries said a Chief of Defence Force directive came out asking Base Commanders to come up with an idea for their local area around Operation Respect.

So Ohakea pulled together a group of younger personnel and discussed what they thought was successful with Op Respect, what was unsuccessful, and what could be a solution to the problems, W/O Jeffries said.

A suggestion was made that the role be called a Unit Guardian, and Base Commander Group Captain Rob Shearer signed off on the idea. From there they created a People Safety System as a foundation, before reaching out to the units for representatives.

At the start of this year the first Unit Guardian meeting was held.

"The Unit Guardian is a proactive representative of people safety on the units that works to create an environment where their people feel safe, free from harassment or bullying, and in doing so they work with command to make sure any issues that do arise can be mitigated," W/O Jeffries said.

W/O Glen Whitley is one of three Unit Guardians from 1 Hangar.

He was approached after a secret ballot in their unit saw him highlighted as an individual people would like to have as their representative.

While the role encompasses a lot of different things, W/O Whitley said he felt a main component was to normalise language around people safety and make sure people felt safe, valued and respected.

"If you get those things right, outputs will look after themselves."

The Unit Guardians held regular meetings and W/O Whitley said they discussed what harm there was in the units and how they could mitigate that.

"We aren't the fun police, we still want people to have fun, but we want people to feel safe."

Because the Unit Guardians were often outside of people's command chains, W/O Whitley said it took away any of that difficulty that could come with approaching them, as there were no repercussions.

"If they said something to me in confidence, I can action that as needed."

This included, but wasn't limited to, offering up the raft of support Base Ohakea has to offer, including the chaplains, Sexual Assault Prevention and Response Advisors team or psychologists, and helping make appointments for those services if the person wanted.

Sergeant (SGT) Jen Sommerville is another Unit Guardian, looking after the Materiel Support Wing [MSWOH].

She has been involved in a number of different elements of Op Respect over the years, and said when she heard about this role, she jumped at the chance to be involved.

"A big thing for us [at MSWOH] has been the talking stuff, people come to you to ask for what's next, to ask for support, they might not be all work-related, they might be personal, but we know where they can go and get the help that they need."

Having people in the role that were outside of their chain of command was also helpful, and SGT Sommerville said they were trying to normalise that and make people realise it was okay to seek support from someone outside that chain.

"It's bringing it to the forefront of people's minds so they know they can speak up and they are entitled to that respect, just like everyone else."

A New Zealand Defence Force psychologist* working with the Unit Guardians said the group acted as people safety ambassadors and were more a liaison role, connecting others with services that might benefit them.

An example of this system being helpful was when people were isolating with Covid-19 on base and support was through your chain of command, so for some, asking for a resupply of tampons could make them feel uncomfortable.

They wanted a variety of people in the roles, to make sure there was always someone approachable, so the team varies from junior officers to corporals.

"It's not designed to be a one stop shop, it's an additional facility in your unit and your own chain of command."

Monthly meetings were currently held with the Unit Guardians as well as the Base Support Team, so problems could be shared and the Unit Guardians' well-being could be monitored.

The psychologist said this initiative at Ohakea had prompted other bases to think about what they were doing, but coordination was key.

**Not named for security reasons*

TOP LEFT
Ellen McSweeney

TOP RIGHT
Paul Smillie

BOTTOM LEFT
F/S Denise Bull

BOTTOM RIGHT
SGT Kim Morgan

No. 3 Squadron Association wants you!

B | NO. 3 SQUADRON ASSOCIATION CHAIRPERSON
Y | WING COMMANDER GREG JANE



The Royal New Zealand Air Force's No. 3 Squadron has a long and proud history. Over the years the unit has seen many changes – evolving from a fixed wing general reconnaissance capability, through to our tactical battlefield helicopter role.

We have operated from various home bases (and detachments) throughout New Zealand and overseas prior to settling in the Manawatu. One constant throughout the years however, has been the calibre of our people. No. 3 Squadron personnel have always been a special breed: 'The difficult we do immediately, the impossible will take a little longer'.

Over the years various forums have enabled those who had served with No. 3 Squadron to stay engaged – to engage with each other, and with the Squadron. The Huey Old Boys had its day, but was discriminatory by name and by perception.

In 2007 we evolved into an Association to rebrand and refocus as an organisation for all 'associates' of No. 3 Squadron. This year we have refreshed and revolutionised our Association. Now we want you to join us.

The committee has worked hard, with the launch of our new website; by redrafting our constitution to be compliant with relevant regulations; and by incorporating with the New Zealand Companies Office. We have a growing membership, and are excited about our AGM and reunion to be held at the Air Force Museum in Wigram over 16–17 September 2022.

The reinvigorated 2022 model of the Association is intended to welcome any personnel who have served on the Squadron or any of the associated units such as 141 Flight or the RWAU. This includes personnel of any service, branch or trade.

FOR MORE INFORMATION

Go to www.3sqnassn.org.nz and click on 'join us'. We will see you there.

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.

NZDF SAFETY AWARDS

Let's recognise those who have improved health and safety in the NZDF this year.

Nominations close 9 September 2022.

Visit the Safety page on the ILP, or email NZDFSafety@nzdf.mil.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

This photo was taken on Exercise Nocturnal Reach. The sun had already set and it was getting dark fast. When taking photos of parachutists you have a rough idea of where they are going to land, but you also need to keep a sharp eye out so that you don't get in the way. The image has had some artistic effects added in Photoshop to bring out the colours and contrast.

The
AIR FORCE
In Concert



Sunday 25 September, 2:30 pm
Michael Fowler Centre, Wellington

Tickets available from Ticketmaster.
Booking fees apply.