

AIR FORCE NEWS

Flying flamingos
at Ohakea

Security Forces
in Guam

Ground
operations

#256

APR | 23



Low flying in the mountains

Contents

04

Ground operations



16

Mountain flying at low level



18

Security Forces in Guam

19

Introducing the Minister of Defence

22

Flying flamingos at Ohakea



News

21

Huge savings through digitisation

23

Defence Force's link to Antarctica

24

Farewelling the Scania's

26

Aloha from Hawaii

32

Royal New Zealand Air Force Association

Regulars

03

First Word

20

#FacesOfYourForce

28

Our Heritage

30

Sport

33

Notices

34

Photo of the month



OUR MISSION

The RNZAF will provide Aotearoa 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:

Low flying in the mountains

PHOTOGRAPHER:

PO Chris Weissenborn



Published by

Defence Public Affairs
HQ NZ Defence Force
Wellington, New Zealand

Editor

Rebecca Quilliam
Email: airforcenews@nzdf.mil.nz

Design and Layout

Defence Public Affairs

Printed by

Bluestar
Private Bag 39996, Wellington

Distribution

Email: airforcenews@nzdf.mil.nz

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

Contributions need to include

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

Air Force News will hold the copyright for submitted articles or photographs it publishes. Articles and photographs published in Air Force News cannot be published elsewhere without permission.

ISSN 1175-2337



NZAirForce



NZDefenceForce



Te Kāwanatanga o Aotearoa
New Zealand Government

First Word



B | AVIATOR OF THE YEAR
Y | SERGEANT REBEKAH RICHARDSON

“Networking has always been a high priority for me and I have managed to do just that, I have made further connections with our allies which I am sure will last for many years to come.”

First off, I am truly humbled by being awarded Aviator of the Year '22 and I feel proud to wear our uniform representing the Air Force in both national and international capacities. This award was truly a surprise to me but one I have fully embraced.

Since taking up my newfound role as Aviator of the Year I have been fortunate to engage with not only our own senior leadership, but also from across our Five Eyes network. I've been lucky to gain a tangible insight into how we are all working together and how we can improve for future generations to come.

Attending various engagements abroad has been eye opening for me. I attended the Australian Chief of Defence Force Leadership Forum in December, which brought together over 100 Non-Commissioned Officers/Senior Non-Commissioned Officers from across all three Services to discuss various topics including leadership and ethics. I learnt we were very similar in both our strengths and weaknesses with forces on both sides of the Tasman experiencing similar retention and remuneration issues. I believe as relatively smaller Defence Forces, we can learn a lot from each other.

I recently accompanied the Warrant Officer of the Air Force to the Australian Chief of Air Force symposium and Air Show at Avalon, which was an amazing experience and one I won't take for granted, I was able to sit in on bilateral meetings with our Five Eyes counterparts and was afforded the opportunity to give my own personal opinion on various topics.

There's also nothing quite like watching jets fly, that was amazing to experience! (Bring on another Air Force Tattoo.)

Looking to the immediate future for me, I have been selected to attend commemorations at Gallipoli for Anzac Day which is going to be a career highlight. The contingent and I will spend two weeks on or near the peninsula visiting the sites where a significant piece of New Zealand's history lies. This trip to Gallipoli will be an awe-inspiring experience I'm sure but one I am very excited about participating in.

I just want to leave with something I tell all my teams I have worked with, and something I have finally started to practise in my own career – look after yourself because no one else is going to do that for you, stop waiting for opportunities to knock on your door, get out and chase them.

A close-up photograph of a person wearing a high-visibility yellow-green safety vest with reflective silver stripes. The person is working on the engine of an aircraft, with their hands visible near the engine components. The background is blurred, showing a field and a clear sky.

WORDS
REBECCA QUILLIAM
KIRSTY LAWRENCE
SQUADRON LEADER KIRI OHLSON

PHOTOS
SERGEANT VANESSA PARKER
PETTY OFFICER CHRIS WEISSENBORN
CORPORAL SEAN SPIVEY

Ground operations

As Tropical Cyclone Gabrielle thundered across parts of the North Island in February, ground crews were packing their equipment and readying to deploy. Communication systems were set up, maintainers ensured helicopters were fit for flying and refuellers kept the machines running. Along with the aircrews and aircraft, it was a comprehensive Air Force disaster response.



High frequency comms in a disaster zone



A major challenge for responders in the calm after the storm was the loss of communication. Cellphone towers were damaged and maintaining communication with aircraft was imperative.

In cyclone-damaged Hawke's Bay, Air Force Communication and Information Systems (CIS) technicians quickly arrived at the set up at the Hastings Aerodrome at Bridge Pa, bringing welcome communications technology.

CIS technician Corporal (CPL) Angus Yule said their role was to support the Air Liaison Officer. They set up high frequency (HF) equipment to contact aircraft as all cellphone reception was unavailable.

"HF is great because you can communicate all around the country – it's got good range. It's also unlikely to fail regardless of the weather conditions," CPL Yule said.

"When we arrived it was a bit tricky because we couldn't take too much with us. We just got there and told the Liaison Officer what we had and that we could set it up. It didn't take too long to get set up."

The biggest challenge for the team was not knowing how bad the situation would be before they arrived, he said.

"We didn't know what we would be needing to set up or even what the drive across the island would be like. We saw a lot of carnage in the rivers – it got so much worse the closer we got to Hawke's Bay."

The sight shocked CPL Yule, who grew up in Havelock North.

"It was pretty bad. The rivers were chocka. I've seen them full, but this was next level. It was good to help out. It is my home town, so it was good to be there."

CIS Maintenance Support Supervisor CPL Ali Newth deployed to the area about a week after the cyclone's rampage.



The team's initial role was to provide an IT system. However, a Starlink satellite dish had been set up, so they then focussed on continuing to provide the HF technology.

"We were passing traffic on that frequency between Defence Force officers here so they could speak directly with their people, because there was no other form of communication other than HF," CPL Newth said.

Using HF hadn't been part of the initial plan and CPL Newth gave credit to CPL Yule for setting up the antennae as a back-up, which turned out to be vital in maintaining communication.

"A dipole (HF antenna) can be set up really quickly and can be used to listen in to what the aircraft are doing. So, when they were doing that, they found that they were getting the information immediately.

"What ended up happening was one of the Defence Force officers just jumped on the radio and talked to his people and was able to task them directly. People tend to forget about HF, so it was a perfect scenario where it was really vital," she said.

During their deployment the team was able to chat with some of the locals about what they had been through.

"One man waited on his rooftop for three days before the flood receded enough for him to be able to walk out to safety," CPL Newth said.

"The locals have been so positive about the Defence Force presence and the other organisations like Fire and Emergency New Zealand, have all been great to chat to. There's been a lot of good things going on."

"It's been so impressive to see the community's response. Yesterday a schoolgirl, whose dad works around here, brought us some lunch. There's a lot of positive community spirit."

- Corporal Ali Newth



RNZAF clocks up marathon flying effort for cyclone response

Over a seven-day period, three NH90 helicopters were in the sky for more than 120 hours in the wake of Cyclone Gabrielle, with crews flying nearly an entire month's allocation of flying hours in a week.

Keeping a team of helicopters almost constantly airborne is no mean feat, and Detachment Commander Squadron Leader (SQNLDR) Andy Scrase credits the maintainer crews for making it possible.

"This is probably the highest flying rate we have ever achieved. On other tasks we get the odd eight-hour day of flying, but this is several aircraft doing a big day, every day."

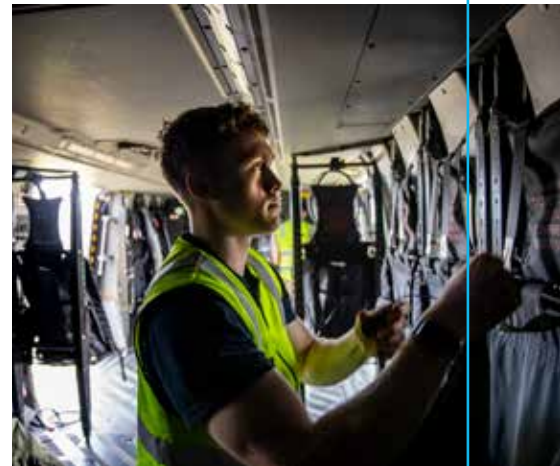
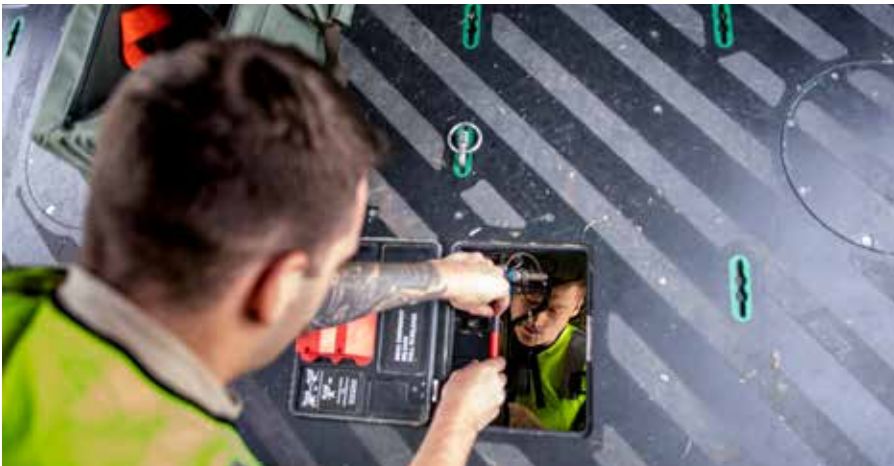
The feedback from the community had been great, he said.

SQNLDR Scrase said what was achieved during the Cyclone Gabrielle response would not have been possible without the maintainer crews, who made sure the helicopters were able to keep flying at such a rate.

Among those maintainers was Corporal (CPL) Rory McLachlan, who was deployed from RNZAF Base Ohakea to the Hastings Aerodrome to help with efforts on the ground.

**PHOTOS:**

No. 3 Squadron maintainers work on NH90 frames at Bridge Pa Aerodrome as part of the relief effort



"I wasn't in the original group we sent over, but there were some of us also supporting from Base Ohakea keeping the services going, keeping the maintenance going in the hangar.

"It was incredibly busy, there would be an aircraft leaving for Hastings every morning, so we were working through the weekend. Then I came through to here."

Working in the field was a different environment for CPL McLachlan and the rest of the team, who had to adapt to whatever the weather threw at them.

"Working in the rain was a bit of a pain, we were also limited in tools. We just had to do the best that we could with what we had. Without us the whole thing would have fallen over, so we had to keep them up in the air."

With all the hours the crews have been flying, CPL McLachlan said their aircrafts' scheduled services were also coming up fast.

"We usually do three 50-hour services a month, but next week we will have three 50-hour services going on back in the hangar that week."

Corporal McLachlan signed up to be a maintainer in 2017, having always wanted to be around aircraft when he was at school.

Working on an operation like this was rewarding, he said.

"We have had a lot of people stop us in the street and say 'thank you', and all the food being delivered to where we are operating from and the thank you letters ... people really appreciate the support."

"People have mown helipads into their lawns out in the isolated communities, someone put a big sign saying 'thank you' on the fence at the end of the runway."

- Squadron Leader Andy Scrase



Keeping the machine running

The Defence Force's Qualified Fuel Specialists were in demand during the support missions after Cyclone Gabrielle.

With family on the East Coast requiring assistance, Leading Aircraftman (LAC) Katrina James was happy to head out on deployment to support the relief efforts of Cyclone Gabrielle.

Her family are from Gisborne and the Tolaga Bay area, so LAC James said it was sobering to know the work they were doing in Hawke's Bay was supporting them through getting supplies to their affected areas.

"It's humbling to know that we're doing everything we can to make sure they are getting the supplies they need. It was quite hard at the beginning worrying how we can help support them, so it's good to be here knowing that they are getting stuff."

LAC James said it was her husband who actually pushed her to join the New Zealand Defence Force.

"He was serving as well, so I think for me I needed some challenges, just day-to-day challenges. My first choice was actually logistics but the Aviation Fuel trade needed a few more people and it was a foot in the door to get my work licences and go to a number of places around the country as a qualified fuel specialist."

Working alongside her was LAC Jason Taylor. The pair said when the NH90 team first left to respond to the disaster there were things the refuelling team needed to do to make sure they could support them.

"We worked out the size of their Area of Operations and where they were going to be located. This was a very important step so we could work out how and if we could get there by road.

"Other important questions we had to answer are, how long we were going to be out there, which dictated how much and what extra equipment we would need to prepare," LAC Taylor said.



The team also needed to know how many frames were operating, if there were enough serviceable tankers to also be able to support Base Ohakea, if they had the personnel to meet the demand, and if so, for how long and who was qualified to go.

These and many more questions need to be considered with the initial response. Most of their crew had grab bags ready and waiting for when urgent taskings arose and LAC Taylor said they always had a truck full of kit with tools they might need and extinguishers, which was ready to go.

"We always have a truck on reserve that we know is working that's the first truck to go out."

Working on the ground was also a fluid environment, as it wasn't always clear when the NH90s were going to be back and requiring refuelling.

"It depended on how many frames are out conducting operations and how large the Area of Operations was. We needed to always be in the vicinity with our gear on to conduct Rotors Running Refuels (RRRF) ASAP to get them back out there."

For this deployment, LAC Taylor said communication had been really good and they always knew where the helicopters were and when they would be coming back, which made planning at their end easier.

LAC Taylor said his parents were in the military, in the Army, so he knew he wanted to join a Service.

"I didn't know what I wanted to do after school so my plan was to get into the Air Force and get some qualifications first, then I'd have skills to fall back on while I explored future career options."

"Working in Hawke's Bay supporting the efforts of Cyclone Gabrielle felt really rewarding. It gave us a great sense of unity knowing our place in this operation and understanding that what we were doing kept the machine running."

**- Leading Aircraftman
Jason Taylor**

Herculean task



The Air Force's C-130 Hercules aircraft have been carrying loads up and down the country in support of the all of government response to Cyclone Gabrielle. No. 40 Squadron's crews conducted 14 flights to and from Napier and Gisborne, carrying about 25 tonnes of essential stores for distribution to the community.

During the initial response to Cyclone Gabrielle, the Hercules transported power company technicians and four wheel drive vehicles from Christchurch to Auckland. They then drove further north to help restore power to Northland communities.

The aircraft has been used to move personnel from other government agencies and emergency responders between Auckland, Wellington, Christchurch, Gisborne and Napier. Crews have also flown over areas of the East Coast to assist in assessment of the damage and to help identify any areas that may be isolated.

Squadron Leader (SQNLDR) Sam Morris is the flight commander of Hercules Flight and has been an air warfare officer for 10 years.

"Our crews have been working really hard to offer as much support as we can to the people of Tairāwhiti. It has been great to be a part of the whole of government response, and hopefully to make a positive difference for the people who have been affected the most," he said.

"When we first arrived into Napier, we could see how badly they had been affected, it was sobering to see the scale of the damage. Luckily the airfields in Gisborne and Napier were in good condition so we were able to get stuck in and help right away."

SQNLDR Morris was also involved in the response to the Kaikoura earthquakes in 2016, and Tongan volcano support in 2022.

"This work has been really rewarding, it's a chance for us to make a positive difference for people who are doing it tough. For most of us this is why we joined the Defence Force, so it feels good to know we're doing our bit.

"We spend a lot of time participating in exercises with our partners and it's at times like these that all the training pays off. We're really proud to be serving the community and supporting the effort in Hawke's Bay," he said.

The C-130 Hercules first entered service in Aotearoa New Zealand in 1965. One airframe has been retired and the Air Force continues to operate four of these aircraft. These aircraft will gradually be retired as they are replaced by the C-130J model next year.

Nothing Spartan about Australia's aid



An Australian Defence Force contingent was well received during the response to Tropical Cyclone Gabrielle.

Two C-27J Spartans and crew, a mobile air load team and environmental health support staff touched down at Base Auckland as part of the Australian response to a request for assistance following the cyclone.

The twin-engined Spartan transport aircraft, noted for their ability to land and takeoff on short runways in austere environments, were quickly put to use assisting the National Emergency Management Agency and New Zealand Defence Force with numerous missions transporting personnel, cargo and relief supplies.

The Australian environmental health support staff were attached to the New Zealand Army Combat Support Section in Napier and spent several days testing potentially hazardous water for waterborne diseases.

"We have detected some nasties in the water, which can cause people to get very sick," said Flying Officer Kimi Ahluwalia, one of the Australian Environmental Officers who was attached to the New Zealand Force Health Protection Team.

"As well, Covid is still a real threat to the community, including support personnel from the Defence Force assisting these communities."

Lieutenant (LT) Chris Buerkeman and Staff Sergeant (SSGT) Dylan Smart from the NZ Army's Force Health Protection Team, said it was great to get the support.

"It is nice to have the extra hands to help us out; the situation out in the communities is a lot worse than it looks," LT Buerkeman said.

Royal Australian Air Force Squadron Leader Andrew Clarke said it was business as usual for Defence personnel of both nations.

"We have a long proud history of mutual support and camaraderie for each other."

An Australian C-17A Globemaster III was also used to transport cargo from Australia for the Australian contingent, who based themselves at Base Auckland while they were in Aotearoa New Zealand.

Thanks from the kids

School children at Frimley School in Hastings have written special letters of thanks to No. 3 Squadron crews, who they saw flying patients to nearby Hawke's Bay Hospital in the aftermath of the cyclone.

The Year 3 and 4 students all were either affected directly by the storm or knew someone close who was impacted badly, their teacher Hilary Bartlett said.

"We really wanted to talk through it with the kids. First of all we just had a kōrero to discuss what had happened to us, then who were all the people who helped us, then it evolved to what could we do as a class to help them or to say thank you."

The children came up with ideas including baking, so families donated ingredients for the class to bake slices, which were sent to the local fire station.

"The other big thing to come through was writing letters of thanks," Ms Bartlett said.

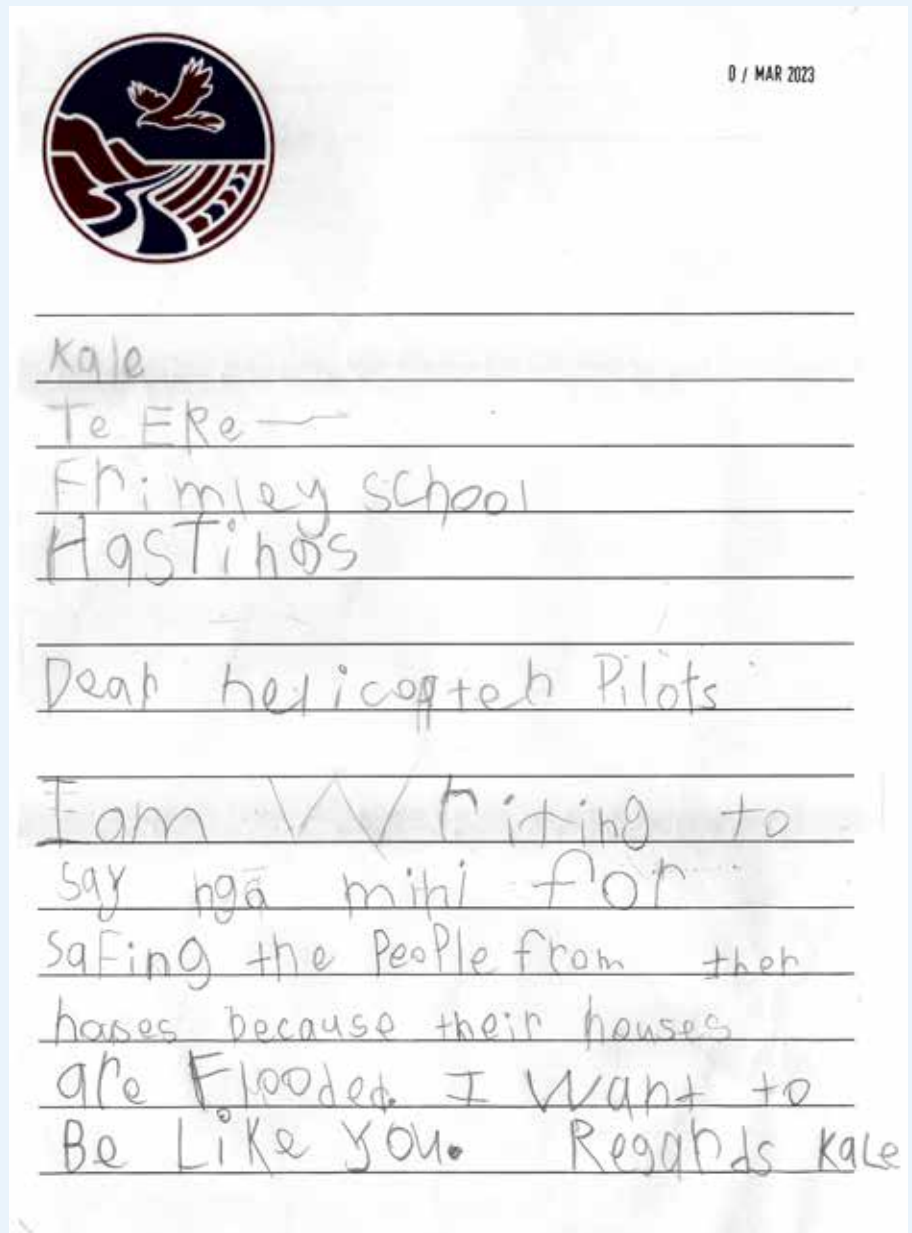
"Our school is by the hospital and the helicopters were flying over every day, so we got to see the NH90s come over – everyone stopped working to check them out.

"The letters had a lot of thought put into them and we sent them to a range of agencies including the Army, Police, doctors and a bunch of others."

One of Frimley School's values is manaakitanga (kindness/hospitality/ generosity/support), Ms Bartlett said.

"Our kids wanted to show their manaaki to people and agencies who had helped us."

The teachers felt the activity was a healing process and also provided a good space for the children to talk about it, she said.





Mountain flying at low level

WORDS | DAVE WILLIAMS
PHOTOS | PETTY OFFICER CHRIS WEISSENBORN

Its highest point is only 558 metres above sea level and many people might call that a hill, but Campbell Island still requires mountain-flying skills and a lot of preparation.

An Air Force flight crew and Seasprite NZ3614 from No. 6 Squadron were recently embarked aboard HMNZS Canterbury for the ship's brief but successful scientific mission to Campbell Island, 700km south of Bluff.

With Canterbury re-tasked for Cyclone Gabrielle, an expected two weeks turned into two days of activity in support of the Department of Conservation. But with the weather being unusually kind, the helicopter managed to take 13 loads ashore and bring back seven loads to Canterbury.

Pilot, Lieutenant Commander Luke Godsell, said the previous Operation Endurance team had put together a comprehensive guide on flying conditions in the Sub-Antarctic Islands.

"There was a fair bit of pre-reading on what to expect and we had to have squadron currency in mountain flying in order to come down for this operation.

"It's the local effects that can catch you out. You can have a predominant wind from the west but because of the terrain, and there are very steep cliffs on a lot of areas of the island, you can find it will come from any direction.

"Beeman Base is another great local effect for the wind where it can be coming from one direction, but once it hits the terrain it shifts, accelerates and can catch you off-guard."

In the end, the only hindrance was cloud, which delayed getting a few of the jobs done around Mt Honey.

"We'd basically fly circles, wait for the cloud to shift and then get in there to drop in and out."

They had been planning on getting up to six days' flying, but in the two days they were in the air they achieved enough.

"We got everything done that we were tasked to do in the two days. If we had another five days there would have been wildlife tasks and some extra kit to come off the island."

Loadmaster Lieutenant Zach Taylor said the crew was lucky in that it had just completed Operation Havre and Rangitāhua/Raoul Island and a lot of that prep continued over in the gear that we needed and served as a nice lead in.

"It's a pretty unique place. We were lucky to come to somewhere as remote as this. It's ruggedly beautiful."



“One of the key prep things we have is the mountain flying training that we do – even though we are not up at the heights of mountains a lot of the techniques and weather expected is similar.”

**- Lieutenant Commander
Luke Godsell**

Security Forces in Guam

B | EDITOR
Y | REBECCA QUILLIAM

For the first time a team of Security Forces members were sent to Guam on exercise to learn how other nations worked in the trade.

RNZAF Security Forces deployed two fire teams in support of the exercise, with the primary focus on the tactical execution of Agile Combat Employment (ACE) through the delivery of Aircraft Security Operations, Forward Operation Base and Military Air Base Protection.

ACE sees military forces dispersing their assets to unconventional locations in a proactive and reactive operational scheme of manoeuvre executed within threat timelines to increase survivability while generating combat power.

The field training exercise focusses on team and unit level tactics, techniques and procedures, while enhancing interoperability among Indo-Pacific nations. It is a key multilateral opportunity that promotes partnerships and a means to further develop solutions to meet the unique challenges of the Indo-Pacific region.

Corporal (CPL) Tim Adam and Aircraftman (AC) Abe Corban-Banks were part of the team that recently spent a month in Micronesia on the exercise.



One of the teams stayed in Guam and the other was also deployed for a short period to the outer island of Tinean, CPL Adam said.

The team on Guam integrated into the Security Forces Squadron at Anderson Air Force Base, and learnt how the team there operated.

“We had a bit to do with the aircraft coming and going and worked with C-27 Spartans, C-130 Hercules, C-17 Globemasters and a variety of fighter jets,” CPL Adam said.

The trilateral activity is conducted by the United States Air Force (USAF) and involves forces from about eight countries, but CPL Adam said they only embedded with three – Australia, Japan and United States.

“It was good for an awareness if we ever worked with them overseas, especially a lot of the similarities that we have with some of the standard operating procedures.”

AC Corban-Banks said the six day deployment at Tinian provided real-time security for the runway and integrated with other nations.

“We did some all-round aircraft security taskings with a team from the USAF and a team from Japan. Embedding with them and working through different tasks together, it was quite easy to integrate, even with the language barriers.”

The USAF team were experts in operating in a field environment where there was not much infrastructure, AC Corban-Banks said.

“They have the resources to operate from a derelict runway with no infrastructure and turn it to a fully functioning airfield that combat or humanitarian aid and disaster relief operations can be based out of in a very short duration of time.”

CPL Adam said the biggest challenge was discovering the best way to work in the new environment.

“Obviously we go to a vast range of places in the world that are in parts similar but naturally when you go somewhere for the first time, there were things we needed to work through.”

Commander of USAF 36 Security Forces Squadron, Major Dayne Foote, commented, “quite frankly, we were incredibly impressed by the professionalism, dedication, expertise and desire to be effective teammates we experienced from the RNZAF troopers working with us”.

“Despite being few in number, they had a large impact on the USAF Security Force defenders. These bonds made during exercises, operational deployments, and training opportunities will ultimately pay dividends with more of our collective war fighters coming home alive and victorious if armed conflict comes to pass in the Pacific.”



Minister of Defence Andrew Little

Kia ora. I'm pleased to introduce myself in *Air Force News* as your new Minister of Defence.

It's not territory that's completely unfamiliar to me, due to my time in the intelligence portfolios and working closely with my predecessors. Both my grandfather and father have been in the army; my father was a retired British Army major. As a backbencher I spent time visiting Waiouru and I spent a week with the Navy, including two nights at sea on board HMNZS Otago. I've been to Camp Taji twice and visited Afghanistan. While passing through the Persian Gulf, I went on patrol with a P-3 Orion.

It's an honour to have this role. I come to this job with an immense respect for the sailors, soldiers, aviators and civilians in the Defence Force, and I'm extremely grateful for the effort they put in to serve our country.

That not only stems partly from my upbringing, but also from what I've seen and heard. In February I got to visit personnel in Hawke's Bay during the Defence Force's Cyclone Gabrielle relief efforts. The ability of our people to establish themselves at short notice, setting up a base of operations to help people at a time of extreme disruption and distress, is just amazing. I know, through talking to civilian volunteers, that the sense of reassurance in having NZDF personnel turn up is invaluable.

During those visits and thinking back on all the contact I've had with NZDF over the years, I see the professionalism of our people, the humility they tend to bring when we're engaged with people outside the service, and every time I come away feeling an incredible sense of pride. We are incredibly well served by the Defence Force.

I know there is real pressure on the NZDF in being able to do everything the government of the day might ask of them. There has been a loss of personnel, and that has an effect on decisions about what we can do at any one time. Seeing the tremendous effort in Hawke's Bay, I'm deeply aware that if our Defence Force had been called upon for another operation in New Zealand, in the Pacific or somewhere else in the world, it would put real pressure on our capability.

Remuneration is something I've had advice on. Right across the public sector generally we've got challenges with that. That issue, among others, is a priority for me and requires me to engage with my ministerial colleagues. I'm also keen to make sure that the attrition NZDF has been suffering from in the past three years doesn't get worse.

Covid has compounded these challenges, but the geopolitical situation is changing and the Pacific region is intensifying in terms of the attention it gets from bigger powers. We have to be able to project a stance that reflects Aotearoa New Zealand's values and what we are prepared to stand up for.

In the end, my role as Defence Minister is to do what I can to advocate for the NZDF to best serve the interests of New Zealand. My job is to have discussions with colleagues, around the cabinet table, to make sure we are using NZDF to maintain our reputation as a country that makes a contribution and protects our values. We should always be alert to the possibility of being tasked to assist in any part of the world. Our Defence Force should be prepared for that and be ready to provide the most meaningful response possible.



Black Falcon soars above old stomping grounds

WORDS | [KIRSTY LAWRENCE](#)
PHOTO | [CORPORAL RACHEL PUGH](#)

Invercargill's Anthony Rose used to tear around the sporting venues of Otago and Canterbury representing Southland in swimming, water polo and soccer. Years later he has entertained those same cities from the cockpit of a military training aircraft. It was a special moment.

A member of the Air Force's aerobatic team, the Black Falcons, Squadron Leader (SQNLDR) Rose said it was always great fun being involved in aerial displays, and flying above Dunedin and Christchurch was extra special.

The Black Falcons recently performed above the southern cities, and also Kaikōura, the team's first South Island display since Covid-19 disrupted activities.

"Growing up, I would go to Dunedin and Christchurch in the weekend for water polo and soccer, so it's cool to fly over there," SQNLDR Rose said.

It was also extra special that his Christchurch-based sister could watch him and discuss it afterwards.

The former James Hargest College student joined the Air Force in 2009 straight from school.

Following graduation from pilot training on the Beechcraft Super King in 2011, he was seconded to Air New Zealand and flew domestic routes for two years.

He then posted to No. 40 Squadron in Auckland to fly the Boeing 757.

Over five years he flew all around the world, from Norway down to Antarctica. Captaining multiple Operation Antarctic missions and supporting humanitarian relief missions were highlights, he said.

SQNLDR Rose was then posted to No. 14 Squadron in 2018 to train pilots in the T-6C Texan. He is now Flight Commander of Central Flying School.

He remembers joining the Air Force and watching the display team and thinking he would like to do that one day.

While he has ticked that goal off, his current day-to-day role sees him train the flying instructors, who will then train the new pilots.

Being a part of the display team didn't differ too much from skills they learnt during training, he said.

"Being a Black Falcon is an additional duty but it's worth it."

This is his second season as a Black Falcon, but he didn't actually get to do any displays in his first season as Covid-19 grounded the team displays.

"After two seasons of training it's great to be able to finally show the skills of the RNZAF to the public and have a great time flying around the country."

Huge savings through digitisation

B | SQUADRON LEADER
Y | WIN WALKER



The problem sounded simple but then it was 2020, a far simpler age. The processing of aviation fuel issued to the cost centres of flying squadrons was creating issues for financial advisors.

In unpicking the problem for his Defence Excellence Greenbelt Squadron Leader (SQNLDR) Derek Bezuidenhout found this issue symptomatic of a problem with wider root causes and needing radical solutions. For every physical movement of fuel a corresponding material movement is created in the complex architecture of the internal administration system, SAP, to ensure quantities remain accurate, vendors are paid and the user units pay for what they use.

The historic move of the aviation refuellers from their logistics lineage to an operations focus left their previous SAP administrator under a separate command.

Over time, processes grew, were not reviewed and grew cumbersome, dated, laborious and inefficient. These could be identified as the cause of not only the primary problem but many others. Additionally any part of the process touched on a different stakeholder and any possible fix was constrained by the limits of personnel and importantly the value of the fuel itself.

So a disparate team was assembled from aviation refuellers, Logistics Support Squadron, Air Force SAP Support Unit (ASSU), Defence Excellence, RNZAF Innovation, and Inventory Management with others including Wellington Purchasing, Directorate of Supply Chain Management, Air Staff Logistics and Defence Fuels all providing crucial advice.

After understanding the causes of the delays it was determined to pilot some of the SAP-based mobile applications to determine if the manual ledgers which balanced fuel could be removed so the fuel could be reconciled by the operators with little training overhead.

The outcome of the pilot was to then hyper-accelerate the fuel issuing process, which then slammed up against the chokepoints in other parts of the process. The section ran out of theoretical fuel. This created a bigger problem. Another solution was developed; this time it was cunning but then having solved that we found another stakeholder's part in the chain was disrupted.

The endstate, which has now been in various pilots for two years is magnificent. ASSU has developed a unique Inventory Management course for fuel operators and a package of SAP applications has been loaded in mobile devices for the SAP movement of fuel as close to the point of issue as possible.

All of the trucks, tanks and fuel itself has been barcoded to expedite data entry and remove human error. The potential to make wider use of digitisation for manual processes has been explored with the Aviation Refuel Section also piloting a digital first parade solution which sits over SAP Plant Maintenance as well as having a number of favourite business applications on the devices. A truly fuels-focused business platform has been developed and RNZAF Innovation has funded all hardware for a successful implementation across the Air Force.

The new process created an 87.6% improvement for the aviation refuellers saving 1,173.2 hours per year. It has also effectively removed errors and late accruals saving 54 hours for the financial advisors. This is just a start point with significant potential to realise further gains.

ABOVE

A refueller working with fuel in Hawke's Bay following TC Gabrielle

INSET

SQNLDR Derek Bezuidenhout

Flying flamingos: Base Ohakea trials free e-scooter scheme

WORDS | DAVE WILLIAMS
PHOTO | CORPORAL NAOMI JAMES

Base Ohakea is looking a little pinker, and greener, as an e-scooter trial takes off around the base.



Ten distinctive pink Flamingo scooters are free for staff to use as part of the six-month trial, which appears to be proving popular from day one.

Corporal (CPL) Huma Tysoe came up with the idea after being prompted by the Base Commander Group Captain (GPCAPT) Rob Shearer. He and Warrant Officer Aaron Jeffries supported her through the process.

"After researching and planning for a whole weekend, first thing Monday I went to work and organised to present my presentation to the Base Leadership Team.

"They all loved the concept. I took on their feedback, created a minute and sent it through to the Base Commander. My workmates were so helpful, letting me bounce ideas off them as well as helping me construct a pretty awesome minute."

Flamingo was also keen on the trial and were able to meet CPL Tysoe's criteria, such as the scooters being geo-fenced to limit them to the base and away from areas such as flight lines. The trial started in mid-January.

"From what I have seen and heard so far, they are definitely being used. An hour after the fleet arriving last month, I saw people zooming around on them which was awesome," CPL Tysoe said.

"There have been lots of people requesting more as there are only 10 on base right now."

There were a number of benefits to using a zero-emission scooter rather than a squadron vehicle, which has emissions of 121g of CO₂ per kilometre, she said.

They were cheaper to buy and run, easier to park and store, and reduced the burden on squadron vehicles as well as lowering traffic volumes around the base.

"There are also the health benefits as people get some vitamin D and fresh air while moving around base."

CPL Tysoe said it had been a privilege to be able to implement such a big change on base from what started out as a "random idea".

"It can be really scary trying to implement a change."

GPCAPT Shearer said the trial was a good example of a young aviator having the courage and commitment to follow through on an idea.

"E-mobility is growing rapidly, it is convenient, clean and makes sense."

As part of the Carbon Neutral Government Programme, the Defence Force aims to reduce gross emissions by 21 percent by 2024/25 and 42 percent by 2029/30.

If successful, the Flamingo trial will complement the NZDF Electric Vehicle Project and others, which will help reduce the Defence Force's carbon emissions.

E-scooter schemes have been up and running at military bases around the world. Not all of them have free access like Base Ohakea and some still require the app and pay per ride.

Ohakea riders must follow safety rules and ironically there is an old-fashioned paper-based register for using the scooters.

"It is only the trial period but if we can think of a better way then we will definitely try that. Nothing wrong with paper though, it is recyclable," CPL Tysoe said.

LEFT TO RIGHT

AC Keighley Newman, CPL James Gunning, CPL Huma Tysoe

Defence Force's link to Antarctica

B | SENIOR COMMUNICATIONS ADVISOR
Y | CHARLENE WILLIAMSON



The Defence Force's tri-Service Operation Antarctica is one of our oldest missions, with the contribution of personnel to Antarctica since 1957.

At the helm is Senior National Officer Major (MAJ) Lucy Wright, who works as the liaison between the military and the important scientific and environment programmes on the ice.

"I work full-time in the Antarctica New Zealand offices near Harewood Terminal in Christchurch, and also deploy to Antarctica during the summer season for short durations."

Each year Operation Antarctica provides support to Antarctica science and research programmes in a variety of ways.

"It's a cliché but no two days are the same on Operation Antarctica.

"I work with Antarctica New Zealand General Manager Operations, the team working on the Scott Base rebuild, NZDF, and other Antarctic programmes that use Christchurch as the Antarctica Gateway."

The Defence Force has a team at Scott Base and McMurdo Station, and deploys a ship offload team each year to offload cargo from container ships at the station.

"We have the Air Force conducting airlift to and from Antarctica of people and cargo, Defence Force personnel at both Scott Base and McMurdo supporting operations, and HMNZS Aotearoa is now in service and successfully completed the ship's first trip south in early 2022 to resupply fuel.

"We also have the Harewood Terminal Team in Christchurch who facilitate the movement of passengers and cargo to and from the ice for all the Antarctic Programmes operating in Christchurch," she said.

This season sees an increase in Defence Force staff at both Scott Base and McMurdo as both bases are undergoing a rebuild, as well as supporting a full science season. The Harewood Terminal Team operations will also ramp up due to an increase in winter flights to the ice towards the middle of the year.

MAJ Wright said the importance of this mission is significant as changes in the Antarctic environment have implications for the rest of the planet.

The work NZDF supports allows us to understand this impact and how this may change in a warming climate – if all the ice melted in Antarctica, global sea levels would rise by 60m.

"New Zealand is a world leader in Antarctic science and the Defence Force's contribution to Antarctica New Zealand helps support this. We also work closely as part of the Joint Logistics Pool with the United States Antarctic programme.

"This season is really busy as it is the first full season post-Covid, so there are lots of moving parts.

"I am very fortunate to have an amazing team down on the ice and I work with great people at Antarctica NZ. The variety in this job is great and I feel like I am contributing to New Zealand's operations in Antarctica," MAJ Wright said.

The role of Senior National Officer for Op Antarctica is a three-year posting.

"Over the next few years I am looking forward to working with the team and seeing the part that the Defence Force plays in future operations in Antarctica," she said.

Farewelling the Scania

B | WARRANT OFFICER
Y | BROOKSIE BROOKS



The Air Force Scania heavy domestic aircraft refuelling fleet has retired, with final non-extendable tank wagon certification being withdrawn late last year.

The type was manufactured in the mid-1980s, and all six units are well overdue for replacement. It was a purpose-built platform designed to meet the needs of an expanding Air Force of the time.

Manufactured by Lowes Industries in Lower Hutt, the Air Force Scania's were the largest hydrant capable vehicles in the world, uniquely designed for both tanker and fixed underground pipeline supplied airfield refuelling. They were capable of replenishing two fixed wing aircraft concurrently via under-wing delivery hose, or alternately fuelling helicopter rotors running operations by means of pressure or conventional open port cold/hot equipped nozzle (if fitted).

They were 18-wheel articulated units equipped with a fluid coupling attachment point. This allowed product transfer from the towed twin compartment tank to the delivery hoses, or alternately, this feature could be bypassed for hydrant sourced refuelling operations (both via industry approved pump and filtration units).

The cab featured a flat nose which afforded excellent forward visibility for the driver or operator, when manoeuvring in tight spaces or when positioning for aircraft fuelling duties.

Twin pressure hose delivery also allowed a faster replenishment time when dealing with immediate response situations such as search and rescue (SAR) activation specific to the No. 5 Squadron P-3 Orion aircraft, as it effectively halved the time required to fuel the aircraft in the critical minutes prior to aircraft launch.

Off-base missions of all varieties have been supported throughout New Zealand during the Scania's long tenure, such as the 2016 Canterbury earthquake, numerous No. 3 and No. 6 Squadron remote SAR responses, and training support tasks.

Responding to the Kaikōura earthquake, the Defence Force dispatched five NH90s and one A109 helicopter to the area for emergency response support. Due to the increased capacity of the Scania vehicle, transferring the product between the main Christchurch jet fuel replenishment hub and the North Canterbury forward operating area was completed quickly, reducing the need for repeated deliveries.



3

While Aviation Specialist personnel have functioned at the front end with uncompromised quality fuel delivery to operations over the years, full credit must also be afforded to the Air Force Ground Support Equipment Technician mechanics, who have worked tirelessly in all weathers to keep the working parts of this bulk fuel capability serviceable.

With ever-aging operational vehicles of any kind, availability of spare parts and components becomes increasingly difficult, and the Scania fleet was no exception.

The incoming six Volvo units will provide “like for like” replacement, while maintaining across the tarmac capability for bulk jet fuel delivery, and be able to sustain the demand for new Air Force aircraft types, such as the Boeing P-8A platform, Lockheed C-130J Hercules, and visiting heavy lift transport with large fuel capacity requirements.

New Zealand civil aviation fuelling obligations at Base Ohakea, being a diversionary airfield for major international airlines in the instance of a Project Alternate activation, will continue to be met with the new type.

In many ways, the Scania has provided a fittingly flexible platform over three and a half decades, meeting the ever changing air capability needs of the Defence Force and its defence partners.

They will be sorely missed by those who have worked alongside and maintained them and who can stand proud knowing the replacement units will take us into the next era of aviation fuelling support.

By design, the incoming fleet has been partially influenced by the experience and mission successes gained from this unique and much loved vehicle, and a fitting end of an era to all those who have operated them.



4



5



6

ONE
Exercise support to RCAF P-3 Aurora and RAF Nimrod aircraft at Base Auckland

TWO
Scania crew at Base Ohakea supporting RAAF F-118 operations

THREE
Scania unit at Dip Flat during Exercise Bluebird

FOUR
A Scania at the former Base Wigram

FIVE
Scania crew at Base Ohakea supporting RAAF F-111 operations

SIX
Triple Scania formation supporting visiting RAAF F-111s at Base Auckland

Aloha from Hawaii

B | WARRANT OFFICER
Y | GUY LIPSHAM



I want to highlight one of the very few embedded international positions available to Defence Force Senior Non-Commissioned Officers (NCO).

I'm currently based in Hawaii as the Deputy Command Senior Enlisted Leader, United States Indo-Pacific Command (USINDOPACOM), the first and only Command with this position. I am embedded which means I serve in a US military position that was approved by the US Congress.

So why is USINDOPACOM important? The US divides the world into six parts and each part is assigned to a geographic combatant command.

USINDOPACOM is the largest and oversees the United States Army, Navy, Air Force and Marine Corps forces within an area of responsibility, which includes New Zealand.

The saying is "from penguins to polar bears, and from Hollywood to Bollywood". About 375,000 US military and civilian personnel are assigned to the command. My role is the second top position for enlisted personnel in USINDOPACOM, secured for the Defence Force, and has created a great deal of interest with other nations.

There are few regions as diverse as the Indo-Pacific. There are 36 nations with more than 50% of the world's population, speaking 3,000 different languages, it has several of the world's largest militaries, and five nations allied with the US through mutual defence treaties.

Two of the three largest economies are in the Asia-Pacific, along with ten of the smallest. The area includes the most populous nation in the world, the largest democracy, and the largest Muslim-majority nation.

More than one third of Asia-Pacific nations are smaller, island nations, including the smallest republic in the world.

The region is a vital driver of the global economy and includes the world's busiest international sea lanes and nine of the ten largest ports. The Asia-Pacific is also a heavily militarised region, with seven of the world's largest standing militaries and five of the world's declared nuclear nations.

Given these conditions, the strategic complexity facing the region is unique. With allies and partners, US Indo-Pacific Command is committed to enhancing stability in the Indo-Pacific region. It is, however, under increasing tension. International rules-based order describes the body of rules and norms that have enabled a stable, structured pattern of relationships among states since World War II.

Some nations are seeking to reshape the order causing uncertainty, instability and competition. This competition has extended to the south west Pacific and affects all nations residing within it to include New Zealand.



“The sheer size and scope and exposure to the mission and information is phenomenal. The trust, openness, confidence and empowerment in my capability and abilities have been humbling.”



Defence Force personnel serve here because our International Defence Engagement Strategy identifies the international defence relationships that add value to New Zealand. It seeks to enhance our reputation and profile as a valued and responsible international partner; and contribute to regional and global peace, security, and stability to promote our prosperity.

USINDOPACOM has personnel assigned from Australia, Canada, France, Japan, Republic of Korea, New Zealand, the Philippines, the United Kingdom and soon from Thailand. Ninety-nine per cent of these personnel are officers, making my NCO role unique. I am also the only foreign military person with an office in “The Bridge” - where the Commander (Navy Admiral), Deputy Commander (Marine Lieutenant General), Chief of Staff (Army Major General), and Command Senior Enlisted Leader (Fleet Master Chief Navy SEAL) work.

This translates to a high level of access to people and information, and exchange of ideas, thoughts and knowledge.

Highlights thus far have been: helping create this position from initial dialogue through to approval; led the organisation and execution of two Senior Enlisted Leader programmes within the Chiefs of Defense Conferences 2021 and 2022; completed and approved into the campaign plan, the USINDOPACOM Partner Nation Enlisted Leader Development Strategy (work started by Warrant Officer of the Navy, Lance Graham); the many representational events such as exercises and engagements with partners and allies; official visits to Fiji, Indonesia, Japan, Australia, New Zealand and US military units across the region; touring a U.S fast attack submarine; and attending the DKI Asia-Pacific Centre for Security Studies, and completing the US Keystone Command Senior Enlisted Leader course at the National Defense University.

Living in Hawaii sounds like an idyllic situation, but its not always a picnic! The US is expensive, but Hawaii is particularly so. New Zealanders have no acceptable credit history so you are required to have New Zealand credit, which loses significantly in the exchange rate.

You cannot get bank loans so require cash to buy items such as a car. Work-life balance in US military terms means WORK-life. An example of this is when required to attend a VTC call with Washington D.C at 4am local time, I'm still needed to stay until 5pm or later. For my whānau and I though, the benefit has exceeded any challenges.

My enduring takeaway will be the relationships forged with an amazing array of awesome people. Our experience with U.S people is that they are genuine, very diverse, and welcoming. My work has exposed me to an exceptional learning opportunity that will benefit the Defence Force and me into the future. Our experience of life in Hawaii has been positive for my wife and two daughters, and I know we have made lifelong friendships and networks.

Research reveals thousands of WWII medals unclaimed

B | SENIOR PUBLIC AFFAIRS ADVISOR
Y | ALEX MASON

For the first time since the 1950s, in-depth research has been carried out into how many World War II campaign medals awarded to ex-serving New Zealand veterans were never claimed, and what may have led to this.

The research undertaken by Defence Force historian Matthew Buck reveals there was a low rate of uptake of medals by Army and Air Force veterans from across the New Zealand armed forces and those of other Commonwealth countries.

“According to my research, around 75 per cent of New Zealand Army and Royal New Zealand Air Force veterans refused to apply for their World War II campaign medals in the first few years after distribution began in March 1950.

“Given the importance placed on medals today, it’s hard to fathom that only around a quarter of New Zealand Army and Royal New Zealand Air Force veterans claimed their medals by 1960. After that the take-up appears to have been nothing more than a dribble – less than a third of a percent annually,” said Mr Buck.

There were only two exceptions to the pattern of low uptake uncovered by this research. They were Royal New Zealand Navy veterans, who received a special “Naval Prize Money” payment of £5 10s if they applied for their medals; and the families of the nearly 12,000



New Zealanders who died in the war, who received their medals automatically in the mail.

“The main reasons given by veterans for not claiming their medals were that, unlike First World War veterans, they were required to apply for them and the medals were issued without their names, ranks and service numbers engraved on them. Many felt that this made their medals valueless,” said Mr Buck.

“Most complaints from New Zealand veterans centred around having to go ‘cap in hand’ for something they’d earned, which they felt should have been awarded to them as of right. There was also a perception that it was vainglorious to apply for your medals.

“Others expressed the view that there were too many medals, and that they were awarded far too widely and to groups who they considered undeserving.”

Mr Buck notes that, by comparison, there was an almost 100 percent uptake of war service gratuity payments, which in some cases could amount to the money needed for a house deposit.

The Government of the time adopted its course of action because of the sheer number of medals, and a five-year delay between the end of the war and the delivery of medals to New Zealand.

“It was estimated in 1950 that engraving all the medals would take six years. By this stage, moreover, the Government had become convinced that the low

take-up of medals elsewhere in the Commonwealth showed that engraving the medals would do little to persuade veterans to apply for them,” said Mr Buck.

Defence Historian John Crawford notes that the response should not be seen as surprising.

“By the early 1950s the Second World War was well over, and authorities were very focused on the war in Korea and the risk of it escalating. Those who had served were generally young men, now well established in civilian life with young families. Their military service was well behind them and they were past being told what to do by the military,” said Mr Crawford.

“For many of these men there had been no glamour in what they had been through, with horrific and brutal memories and lost friends. Moreover, everyone had served. They knew what their neighbours and friends had done in the war and they didn’t need medals to know that.”

Mr Crawford said that, three generations later, perceptions around the medals have changed and it is important they are claimed.

LEFT
The 11 WWII campaign stars and medals

RIGHT
New Zealand Defence Force historian Matthew Buck

The Roll of Honour

B | AIR FORCE MUSEUM OF NEW ZEALAND
Y | LOUISA HORMANN, ARCHIVES TECHNICIAN

The Roll of Honour is a record of the names of all New Zealanders who have died while in service with the Royal New Zealand Air Force or other Air Forces since 1915.

They represent not only those who have been killed in action, but also those who have died in accidents or of illness or disease while in uniform. There are over 4,600 names on the Roll. Veterans or personnel who have died subsequent to their Air Force service are not recorded here.



**WING COMMANDER
ALAN CUNNINGHAM MITCHELL,
ROYAL AIR FORCE (RAF)**

As Staff Officer (Personnel) at Royal Air Force (RAF) Headquarters in Aden, Alan Mitchell was responsible for ensuring families of RAF personnel were kept safe once Italian forces began bombing in June 1940. Wives and children were often evacuated for safety, including Alan's own wife Dorothy and baby daughter Alison, who were sent to Bombay, India. Sadly, the family were never reunited, as Alan died of peritonitis while Dorothy and Alison were abroad.

Alan was born in Balclutha in 1904, and began his military career on a Short Service Commission with the RAF in 1928. He was posted to Egypt, where he joined No. 55 Squadron RAF and received his pilot's badge in April 1929. From 1931-1938, Alan served as a flying instructor and underwent flying boat conversion training. He became a Chief Flying Instructor, and received a Permanent Commission in the RAF.

Alan was posted to the Middle East in October 1938, where he took up his Staff Officer role in the British Colony of Aden (now in Yemen). He was hospitalised with malaria in early September 1940, from which he recovered. However, while convalescing, Alan took ill with peritonitis, an infection of the inner lining of the stomach, and died on 18 September 1940, aged 35. He was buried at Mukeiras, and later reinterred at Maala Cemetery in Aden.



LETTERS FROM ADEN

In our archives here at the Museum, we have letters written by Alan during his final posting, to his wife Dorothy in Bombay. This excerpt is from a letter dated August 1940, a month before he died:

"It [World War II] all seems so stupid and futile but we must see it through now whatever the cost. One thing that the chance of losing the war does and that is that it gives one a sense of real values. Money & material things just don't matter. It is the products of nature, the sea, the trees, the sun and the right to enjoy them as we wish that really counts. And you, dear sweetheart, you and your babe that is what I want. Love Alan."

LEFT

Alan Mitchell's passport photograph, 1938. From the collection of the Air Force Museum of New Zealand.

RIGHT

Photograph of Alan's wife Dorothy "De" and infant daughter Alison Ann, found inside Alan's RAF pocket diary, 1940. From the collection of the Air Force Museum of New Zealand

The Invictus journey 2023

WORDS | CHARLENE WILLIAMSON
PHOTOS | CORPORAL SEAN SPIVEY



The Invictus Games is the only international adaptive sporting event for injured, wounded, or ill (IWI) current and former service men and women.

This year the New Zealand Defence Force is sending a 22-strong team to compete at the Invictus Games in Germany. The sixth Invictus Games will take place in Düsseldorf from 9–16 September. The team is made up of both serving and ex-serving members, of the Defence Force.

It has been a long road for this team, having mostly all been selected in 2019 for the 2020 Games, which did not go ahead due to the Covid-19 pandemic.

Major General (MAJGEN) John Boswell, Head of Mission of the 2023 team said when he was given the opportunity he didn't hesitate.

"I have always looked to be involved in sport either as a competitor, administrator, spectator or manager. What a great opportunity to follow my passion whilst at the same time supporting our IWI.

"From a personal perspective, to be able to be in a position where I can support that community with their recovery and rehabilitation is both humbling and a great honour.

"I am absolutely determined to give the group of athletes who are representing our defence force at Düsseldorf this year the best possible experience, as both individuals and as a collective, that I possibly can," he said.

Commander Julie Fitzell, 2023 Invictus Team Manager said she is grateful for the opportunity to manage the team that will travel to Düsseldorf.

"I believe my role is to create a safe, supportive and trusted environment for each sporting competitor to have the best opportunity at preparing themselves on their journey to recovery and rehabilitation.

"If I can be a key enabler in helping each of our competitors along in their journey, then I am doing my job as a manager."

The New Zealand Team are proudly sponsored by Fulton Hogan and Dynasty.

Jules Fulton, Executive General Manager – Culture at Fulton Hogan said they first got involved with Invictus through their involvement with the Limited Service Volunteer (LSV) Programme.



“Willie Apiata, VC, who champions both LSV and Invictus came and spoke to our Senior Managers Meeting in 2015 and gave us an excellent overview of the programme and what it meant to those who serve or have served.

“It is important for Fulton Hogan to support causes such as Invictus because it is tangible commitment to our purpose of creating, connecting, and caring for communities.

“We feel very privileged to have the relationship that we do with NZDF and the Invictus Team. It is a real privilege to see the athletes and support staff train and give of their best for themselves. On several occasions the athletes have been to our regions and shared their stories and this has been inspiring for all,” said Mr Fulton.

Dynasty first started working with the New Zealand team in 2015 and the relationship has continued since. They have outfitted our teams and their families since 2016 with all the kit and clothing they need while competing and supporting at the Games.

Tyler Rakich, Dynasty Co-Founder, said as a business they are right behind the cause and the team.

“It’s massive for us. The role we play with our partners is to give the best kit possible so they can succeed at whatever they’re doing. For the New Zealand Invictus Team it’s extra special because of what the people wearing the kit have done for their country.

“We love seeing the team wearing our New Zealand brand on the world stage. The athletes and their families all have amazing and inspiring stories.

“Seeing the positive impact that the Games have on their lives is our motivation for sponsorship, it’s an honour to be part of their journey.” said Mr Rakich.

The team, who haven’t been together as a collective for a few years, enjoyed reconnecting with each other, and getting in some valuable training time recently in Burnham. With just under six months till the Games in Düsseldorf, the team is fired up and rearing to go as they each focus on their individual and team sports.

TOP LEFT

Invictus archery team

BOTTOM LEFT

Wheelchair basketball team

TOP RIGHT

Head of Mission 2023 Team
MAJGEN John Boswell

BOTTOM RIGHT

Invictus cyclists

UNDER THE MOTTO

“**A Home For Respect**” – the city of Düsseldorf, together with the German Armed Forces, will welcome 500 competitors from more than 20 nations as well as around 1,000 family members and friends to compete in ten disciplines.

The team’s journey can be followed on [facebook.com/NZInvictusTeam](https://www.facebook.com/NZInvictusTeam) and keep an eye out for more on our team as they progress towards Germany.

OUR TEAM:

Stacey Adam, Jack Church, Michael Cotton, Stevin Creeggan, Jared Davidson, Paulette Doctor, Leigh Gurney, Soren Hall, Melissa Hansen, Tira Kaa, Stephen Limbrick, Buffy Little (co-captain), Caroline Mitchell, Adam Modd, Quintin Monk, Robert Pearce (co-captain), Daphne Pringle, Jason Rapana, David Sanderson, Sonny Tavake, Lindsay Thomas and Andrea McNabb.

Royal New Zealand Air Force Association

B | RNZAFA NATIONAL PRESIDENT
Y | TERENCE GARDINER



The RNZAF Association was formed in 1945 and is still in business nearly 80 years later providing the opportunity for former aviators nationally to meet and enjoy the company of old service friends and colleagues – the first aim of the RNZAF Association at its formation.

Other objects are:

- To promote the welfare of members and dependents
- To support the RNZAF
- To promote air power history
- To support national commemorations

In practice, branches hold regular meetings of an appropriately social nature and take every opportunity to “show the flag” at local and national occasions such as Anzac Day, and significant military anniversaries.

The welfare of all veterans, including those created since the end of the Cold War, is important to the RNZAF Association, which as an affiliate of the RNZRSA works closely with that respected national icon on welfare matters.

Also important to the RNZAF Association is its support for the Air Training Corps (ATC). One aspect of this is the provision of an annual scholarship to a selected ATC cadet for flying training at an annual ATC national aviation course. Additionally, most branches maintain a relationship with their local ATC squadron, providing assistance and support.

All this is supported by the publication of a high-quality RNZAF Association monthly magazine produced by the Canterbury Branch. The journal typically includes historical articles and personal reminiscences, as well as current events and news, and is distributed widely nationally and internationally.

For many members, their time in the service was a highlight of their lives, and they still have strong feelings for the Air Force long after they were “in”. For this reason, they value any contact with currently serving members and in particular highly prize hearing from the Chief of Air Force and Warrant Officer of the Air Force at our annual conference.

Today there are 14 branches spread throughout the country with about 700 members.

Our strong desire is that the RNZAF Association survives and thrives for the sake of those currently serving. We invite you to like our Facebook page (RNZAF Association) and encourage you to contribute your thoughts and ideas on how you think the RNZAF Association, your Association, can best serve your interests and needs, now and into the future.

And, if you have the opportunity, your nearest branch would warmly welcome the opportunity to hear directly from you in person, on your experiences in the Service.

For a branch list, please contact Ken May at rnzafanatsec@gmail.com.



VOLUNTARY EDUCATION STUDY ASSISTANCE

Semester Two, 2023 applications are being accepted

You may submit your request for funding within 90 days of your study start date. Apply online (ILP) at Training & Education, New Zealand Defence College (NZDC), Learning Toolkit VESA Application (e-form).

Applicants should be aware of their responsibilities prior to making an application, IAW Defence Manual of Learning (DMoL), Part C, Chapter 2: Voluntary Education Study Assistance. This chapter of the DMoL and its subordinate process manual, replaces SADFO 3/2016 in relation to study that starts on or after 01 July 2023.

Other than a new policy to govern eligibility and study criteria, as mentioned above, VESA has:

- Increased postgraduate and undergraduate funding limits
- Introduced the option to study micro-credentials at Level 4 or higher, that sit on the New Zealand Qualifications Framework

Prior to starting the application process, applicants are to:

- Confirm the level of study is right for them with Defence Learning, NZDC

- Advise their 1-UP of their study intentions
- Provide supporting paperwork including study documentation from the official learning provider website (ready to attach to your e-form application)

Contact your local Adult Learning Tutor, Defence Learning, who can assist you with your application. If you have any queries, please email our Tertiary Services & Support Advisor at nzdclearnvesa@nzdf.mil.nz



NO. 75 SQUADRON REUNION

It has become tradition that the No. 75 Squadron Association of New Zealand conducts a reunion for its membership biennially.

The last reunion was 2018 in Auckland. The next organised reunion was to be held in Palmerston North/ Ohakea, however all plans were cancelled in 2020 until the world settled down, and New Zealand was open again.

That time has arrived. So the next 75 Squadron Association is now set to be held out of Palmerston North on May 19-21, with visits to Ohakea and other aviation interests, the BGM and formal dinner.

The Association is for all aircrew and ground crew who served on the RAF and RNZAF No. 75 Squadrons - in England, Singapore and New Zealand.

For more details, contact by email the secretary of the Association: glen@75squadron-raf-rnzaf.com.

NZDF HEALTH 0800 NUMBER

0800 268 437

NZDF now have an 0800 Health number which will connect you with any DHC. Simply dial the number and follow the voice prompts to be connected to your DHC.

SUPPORT ORGANISATIONS

As a past or present aviator of the Royal New Zealand Air Force there are a number of organisations designed to support you in a variety of ways.

These include financially, rehabilitation services, workplace support, support for you and your family in case of illness, injury or death, and keeping in touch with old colleagues.

Please look into these organisations for support you might need:



0800 483 8372 or +64 4 495 2070
www.veteransaffairs.mil.nz



www.missingwingmantrust.org.nz



Royal New Zealand Air Force Association Inc.

rnzafanatsec@gmail.com
PO Box 164, Kirwee 7543





B | PETTY OFFICER
Y | CHRIS WEISSENBORN

This photo was taken on Operation Endurance in Perseverance Harbour, Campbell Island in the uninhabited Subantarctic Islands. I went for a low angle, and wanted to create a symmetrical composition. The white line also creates a leading line straight to the flight deck crewman in the centre of the shot. This was my first time to Campbell Island, it's a magical place which I hope to return to someday.





**WE
WANT
YOUR
PASSION**

Be part of the New Zealand Defence Force

There are over 100 roles available including ICT, hospitality, engineering, logistics, aviation, medicine, and emergency response. Some roles requires a degree and some don't.

We also have university and graduate scholarships available.



defencecareers.mil.nz

0800 1 FORCE



**HEI MANA MŌ AOTEAROA
A FORCE FOR NEW ZEALAND**