

# AIR FORCE NEWS

Emergency  
Medical  
Dash to Niue

End of the  
Antarctic  
Summer

Sneak Peek  
at the P-8A  
Features

#235

MAY | 21



Ready for  
the big guns

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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:

Live fire formation flights

#### PHOTOGRAPHER:

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# First Word



**B** | AIRMAN OF THE YEAR  
**Y** | CORPORAL DENNIS TOMMY

**“Even though I will never be used to the limelight and will always shy away from any sort of recognition, it was time to take on the challenge.”**

An emotional journey through my eyes...

Late last year I was chilling out with the Warrant Officer of the Air Force, sipping on a glass of water in some flash as conference room waiting in anticipation of what was going to unfold. In my head I'm thinking, “who would've thought an Island kid from South Auckland, born in Samoa, would be rubbing shoulders with the Chief of Air Force?”

I get up to shake the Chief's hand and accept the Airman of The Year (AOTY) Award for the first time with my pulse racing and I'm so nervous to the point that I'm visibly sweating. I say a few words, freestyling of course, hopefully making some sense so that everyone there understood me and quickly sit down to cool myself down with my ili (fan).

A few months prior I had found myself in a parade saluting the Commanding Officer of No. 40 Squadron, accepting a Commander's Commendation. I was completely caught off guard as I was in one of the parade flights, so it took me a few seconds to realise I should be standing at attention. I was eventually prompted by the citation reader to come forward and accept the award. I knew this was all a set up with family and friends, who had been incognito in the crowd (not something Islanders are usually known for) congratulating me afterward with massive hugs and smiles on their faces.

It was now coming to the end of our deployment for the year in Antarctica. The time away couldn't have come any sooner. Having just been told a week prior to deploying I had been awarded AOTY, the recognition and attention had become a little overwhelming and I couldn't help but notice.

The time away offered an opportunity to breathe, relax and reset the mind and body for what was to come.

Even though I would never be used to the limelight and will always shy away from any sort of recognition, it was time to take on the challenge.

It's the present day and I'm writing this article adding some insight on myself and feel a little vulnerable but happy that I'm doing this. I get an opportunity to explain what an exciting year it has been thus far.

I have been able to deliver Covid-19 personal protective equipment supplies to East Timor and Humanitarian Aid and Disaster Relief supplies to Fiji. I joined in/ challenged this year's recruits with the RNZAF haka at their graduation parade and enjoyed a pineapple filled with ice cream at the Pasifika Festival and PolyFest while talking to people about life in the New Zealand Defence Force.

I think back to the words I said when being presented the AOTY Award that “I am a reflection of everyone that has crossed paths with me in my life,” and it helps paint the picture that I am very humbled and appreciative for these experiences and the people I have met along the way.

“Ehara taku toa i te toa takitahi engari he toa takitini”

“My success is not that of mine alone, but of those around me.”



**LEFT**  
Water tanks being unloaded  
at Tuuta Airport

**MIDDLE**  
St Barnabas Shelter

**TOP RIGHT**  
Emergency and  
transition housing on the  
Chatham Islands

**BOTTOM RIGHT**  
Remote kaumatua home  
at Kaingaroa on the  
Chatham Islands

## Water tanks to the Chathams

**B** | EDITOR  
**Y** | REBECCA QUILLIAM

**Seeing the difficulties that Chatham Island locals have without running water on their properties recently inspired an Auckland couple to donate 10 water tanks to the community. Then came the problem of how to deliver them – but a C-130 Hercules came to the rescue.**



**T**he 1,000 litre tanks were distributed by the Ha O Te Ora O Wharekauri Trust (Māori Community Services) and will benefit the community garden, families living on rural properties and the Saint Barnabas Shelter at the local cemetery.

C-130 pilot Squadron Leader Matt Rieper said the delivery to Tuuta Airport was part of a flying programme the squadron was undertaking to maintain crew currencies.

“We have to keep our aircrews current in a range of flying competencies so it was great to be able to use one of these flights to go to the Chatham Islands and deliver these water tanks.

“For some places in New Zealand like the Chathams it is difficult for them to freight these types of things so we were really happy to help out,” he said.

Paul and Donna Kerridge donated the tanks after forming a close bond with the community through several visits over the past 10 years to Mr Kerridge’s first boss Ray Murphy, when they both served in the Air Force. Sadly Mr Murphy passed away earlier this year.

The retired Flight Sergeant said on his last trip to the Island, he and Donna noticed there was a real need for water tanks in the community.



"If you run out of fresh water on the Island you can't just pick up the phone and dial a water truck to come fill up your tank. In many cases you just have to wait until it rains again."

Mrs Kerridge said having access to the tanks mean that those who already have a water supply can also have a garden supply for water at home, she said.

"Water is a really precious commodity on the island, it's so windy, water is hard to get. You have to really watch it – and there's no real reservoir for those living out of town."

Māori Community Services, Ha O Te Ora O Wharekauri Trust, general manager Trescia Lawson said the gesture from the RNZAF, was truly amazing and humbling.

"The cost to get one of these tanks freighted to the Island is phenomenal, but for us the Air Force has made this a reality. The tanks will enable us to get water to our community garden."

"The lack of rain water storage for our gardens has stunted our ability to expand and grow our garden to its full potential," she said.

The tanks will also assist three families to have a water supply on their properties as they prepare to build.

"They will also enable us to have water on tap for the Saint Barnabas Shelter and Owenga Urupa and are something the whole community will also benefit from. Thank you, No. 40 Squadron and the RNZAF, for your manaaki and tautoko to Ha O Te Ora and to whānau."

**"The tanks will make such a big difference – for the community garden especially. Fresh vegetables on the island are extremely expensive, so being able to grow them for the older people in town is important."**

**– Donna Kerridge**



## Joining Forces in the mountains

B | EDITOR  
Y | REBECCA QUILLIAM

**No. 3 Squadron is joining forces with the New Zealand Police at the top of the South Island for search and rescue training.**





**LEFT**

The NH90 crew deliver supplies to those in the bush

**MIDDLE**

Winch trials are conducted with all the teams

**RIGHT**

Police search teams leave the NH90 as part of the search and rescue exercise



**A**n NH90 aircrew supported the police search and rescue exercise for a week and were based out of Dip Flat, at the northern end of the Southern Alps. The search area was a combination of bush and mountain ranges.

"The police stood up an incident management team and ran mock scenarios with lost parties and a significant amount of police search teams," NH90 pilot Flight Lieutenant (FLT) Nicole Brooke said.

The environment meant the training is about as close to a real life scenario as possible.

We anticipated that the biggest challenge for everyone involved would be the weather, FLT Brooke said.

"Just like an actual search and rescue operation, we will be called out even if it's not the nicest weather conditions. But we were lucky in that the conditions were really good."

The training was special to FLT Brooke, who was inspired to join the Air Force after taking part in similar exercises when she was young.

"My dad is a police officer and in charge of search and rescue, I have been involved in search and rescue since I was 13.

"It was working with LandSAR and police search and rescue that made me want to do this job, so it's great that I can now support the reason I decided to become a helicopter pilot."

For Helicopter Loadmaster Corporal (CPL) Steve Kennedy, the training was the first time he had been on exercise with the police.

"I learnt a lot – both in my job and how they task their teams. We spent a bit of time in their headquarters and it was really interesting to see how they planned out the areas they were going to search and how their timelines worked."





One of the aircrew's first tasks was placing teams up on the mountain peaks to set up transmission stations to get communications throughout the area, he said.

"We were mostly tasked with inserting search and rescue teams in various locations in the Southern Alps and we relocated them through the week as required.

"There were some really challenging spots where we dropped off the teams and winch inserts and extractions," CPL Kennedy said.

There were some ridges and riverbeds where the helicopter could land, but often the areas were confined and the loadmasters needed to winch down the search team from a height.

The weather can be the biggest player in the mountains, but the squadron was lucky during the period because the weather was clear and gave them good opportunities to get the teams and take them where they needed to go, he said.

"It was interesting working with police and learning what they do on a daily basis and they were also really excited to be on the exercise with us.

"The week before they practiced all their search and rescue and field craft techniques and when we turned up they were able to use those techniques during the scenarios."

**"Search and rescue missions are not like normal mountain flying when you can pick the conditions you want, you need to search where required and play the weather as it is – which is when we get the most training out of an actual scenario."**

**- Flight Lieutenant Nicole Brooke**

## Live fire formation flights

B | EDITOR  
Y | REBECCA QUILLIAM

**Shooting live rounds from a MAG 58 out the side of an NH90 at a target is a significant challenge. But No. 3 Squadron is upping the stakes by also flying in formation in its latest exercise run out of Waiouru.**







**TOP AND BOTTOM**  
A helicopter loadmaster fires  
at a target from an NH90  
during formation flying

**The biannual exercise is to ensure aircrew are proficient in the skill during day and night time flights. Formation gunnery with the NH90s was tested for the first time late last year, but not all crew were available for the training, so this exercise was to ensure those personnel were able to hone their skills.**

**“W**e’ve also got a few brand new crew to be qualified on the Mag 58,” Sergeant (SGT) Craig Hartnett said.

The exercise requires a vast space for the helicopters to use and Waiouru’s Zone 1 was ideal for the training, SGT Hartnett said.

“It’s one of the few zones that is big enough to be able to facilitate aerial gunnery from a helicopter. As you can appreciate we chew up a lot of real estate when we’re moving – we fly very, very quickly.

“We don’t have fixed forward firing weapons on either of the helicopters, so we’re shooting perpendicular to the direction we are travelling, which means our targets are off-set to each side.”

There are quite a lot of challenges with the training, with the environment topping the list, he said.

“It’s about having the zone clear – it’s a huge area that we have to clear first. Then it’s about positioning the aircraft to engage the target and when it comes to the formation piece it’s about making sure both aircraft are in a position that they can engage the target without getting in the way of the other aircraft firing.

“They don’t fly one after the other, but are offset to each side. We intentionally train like that so the crew can get used to having another aircraft potentially in their arc of fire and recognising when that is going to become an issue and then stop firing, in which case they would select another target, or just stop firing,” SGT Hartnett said.

The main training aspect was for aircrew to build awareness of another aircraft and its position – allowing for the possibility its position could change in relation to the first helicopter.

There are a lot of moving parts organising the exercise, SGT Hartnett said.

“It’s quite a dynamic thing to be able to support aircraft to be able to do this. It involves a lot of preparation, planning and coordination within the squadron to be able to get the right people to be in the right spot at the right time.”

The training relied on visibility for the crew so they could see the area where the tracer will be firing into, so low cloud could impact the exercise, he said.

“At the end of the day we’ll still be at the mercy of environmental factors that are beyond our control, so there could be a lot of coordination, but the weather still might not be suitable for doing it.”

**“In a normal environment, without armament, aircrew are trained to scan for obstacles when they are coming into a confined area. What we’re doing in this one is adding another dimension to that, so we’re including scanning for obstacles and threats to the aircraft, also identifying a hostile threat and being able to engage that while still maintaining that current work cycle.”**

**– Sergeant Craig Hartnett**





## Bringing out the big guns

**Challenging weather conditions threatened a key aspect of the gunnery exercise for No. 3 Squadron aircrew, however on the final night luck was on their side and everyone received the training they needed. A couple of the team talk with *Air Force News* about how the exercise panned out.**

**I**t was Flying Officer (FGOFF) George Bellamy's first gunnery exercise piloting an NH90 after converting from the A109 helicopter.

"It was a very cool experience. It was a big step up to see it in formation day and night."

The missions were well briefed and everyone was clear on what was expected during the event, he said.

"When you're flying in formation and in the trailing aircraft you get to see the lead aircraft gunner firing tracer bullets out in front of you – which is pretty cool."

While the exercise area at Waiouru was ideal for the space the team needed for the exercise, the weather was unpredictable. Of the three nights scheduled for training, low cloud and rain put a stop to the first two evenings.

However, the cloud cleared for the final flight, allowing the aircrew to take advantage and get the training in.

"We were able to get a lot of qualifications done. It's good to have that capability ticked off," FGOFF Bellamy said.

"The night flying is just the same as the daytime missions. We obviously do the day flights first so it's all actions we've done before, except when the sun goes down we use the night vision equipment.

"The only difference is the reduced field of view, which you've got to expect with the night vision goggles.

"You see the tracers from the helicopter in front of you and you can also see the laser illuminating the target."

Helicopter Loadmaster Corporal (CPL) Jenn Harley had converted to the NH90 the week before the exercise and the training was her first experience working in the helicopter.

"So that was great to go straight into an exercise. We covered off single helicopter gunnery and formation gunnery," she said.





"We had a lot of preparation beforehand and we had a lot of crew who had done it before, so we spent a lot of time going over drills.

"Obviously there is an added factor of having a second aircraft in the nearby space so we were able to practice what that was like in virtual training before we went out."

The loadmasters had to stick to the "45 degree rule" where other aircraft had to be always outside that 45 degree range of our weapon, CPL Harley said.

"Then we just applied basic formation flying techniques."

The exercise was a culmination of all the night and day training CPL Harley had been doing through the year, she said.

"The biggest challenge was the weather, there was a lot of chopping and changing because of it. We were really lucky on that last night to get through and get qualified."

**"It can be quite daunting using the guns at first, but it soon becomes more natural and you become more comfortable."**

**- Corporal Jenn Harley**



## Emergency dash to Niue

**B** | EDITOR  
**Y** | REBECCA QUILLIAM

**A middle of the night emergency call about a seriously ill Niuean resulted in an urgent nine-hour round trip by a C-130 Hercules across the Pacific to bring the patient back to New Zealand for treatment.**

**S**quadron Leader (SQNLDR) Dr Kit Boyes was on call at the time and woken by a phone call just after midnight with a request to join the mission.

“It was a national contingency mission to collect the patient, who was extremely unwell. We needed to be ready with our gear at the aircraft by 3am,” he said.

“Aeromedical evacuation isn’t just medics, nurses and doctors. A lot of people worked through the night to help the patient including air and ground crew from No. 40 and Operations Squadrons. We also needed approval from air and health commands.

“Because the patient was so unwell, we took a civilian Intensive Care Specialist and nurse. We were carrying oxygen and medical equipment like the defibrillator and a ventilator, which are powered by lithium batteries. These items are classed as dangerous air cargo and required waivers in order for them to be carried on-board. There was also continuing medical liaison for updates from the hospital in Niue.”

The flight left Base Auckland at 5am and landed in Niue by mid-morning.

“We put our equipment in an ambulance and drove to the hospital.”

Niue has a one-way travel bubble with New Zealand, because the country hasn’t had any cases of Covid-19.

However, because it does not extend from New Zealand to Niue, the medical team had to take safety precautions by wearing full personal protective equipment (PPE).

“The hospital employees also ensured we had a deep contamination change into their approved PPE before we were near the hospital,” SQNLDR Boyes said.

“We picked up the patient, who was unconscious, but stable and flew them back to New Zealand. A St John ambulance was ready at Base Auckland to transfer the patient from the Hercules to the vehicle and drive to Auckland Hospital.

“We had about an hour on the ground to collect the patient, get their history and speak with their family.”

The Hercules is perfectly set up to do medical evacuations, SQNLDR Boyes said.

“You can put a lot of stretchers in the back of the Hercules. We’re the only New Zealand organisation that can provide that and the Christchurch earthquake aftermath would be the stand out example of how that space can be used.”





## Medics in the sky

**B** | AVIATION MEDICINE UNIT  
**Y** | CAPTAIN DAVID BARBER

**New Zealand Defence Force medics are working hard to sharpen their skills for moving casualties from point of injury by air. From the start of last year selected Defence Force aeromedical evacuation (AE) medics have been flying with the civilian air ambulance. They attend all types of emergencies from the roadside to the hillside.**

**S**earch and Rescue Services Limited (SRSL) operates bases throughout the central and lower North Island. They are the largest aeromedical rescue service in New Zealand. SRSL rotary wing crews are made up of a pilot, crew and an Intensive Care Paramedic (ICP). Defence Force AE medics work under the close supervision of the flight ICPs.

Defence Force Health leaders realise that clinicians need real experience to work and manage complex situations, especially for aeromedical evacuation. Complications from the stressors of flight can adversely affect the transport of the sick and injured by air. Health is dedicated to placing the people who need the skills, into situations where they can obtain them.

"Delivering high level health care in the air requires real experience, we prepare our medics with excellent training but nothing will ever teach them as much as actually doing it," Officer in Charge of the Aviation Medicine Unit, SQNLDR Gus Cabre said.

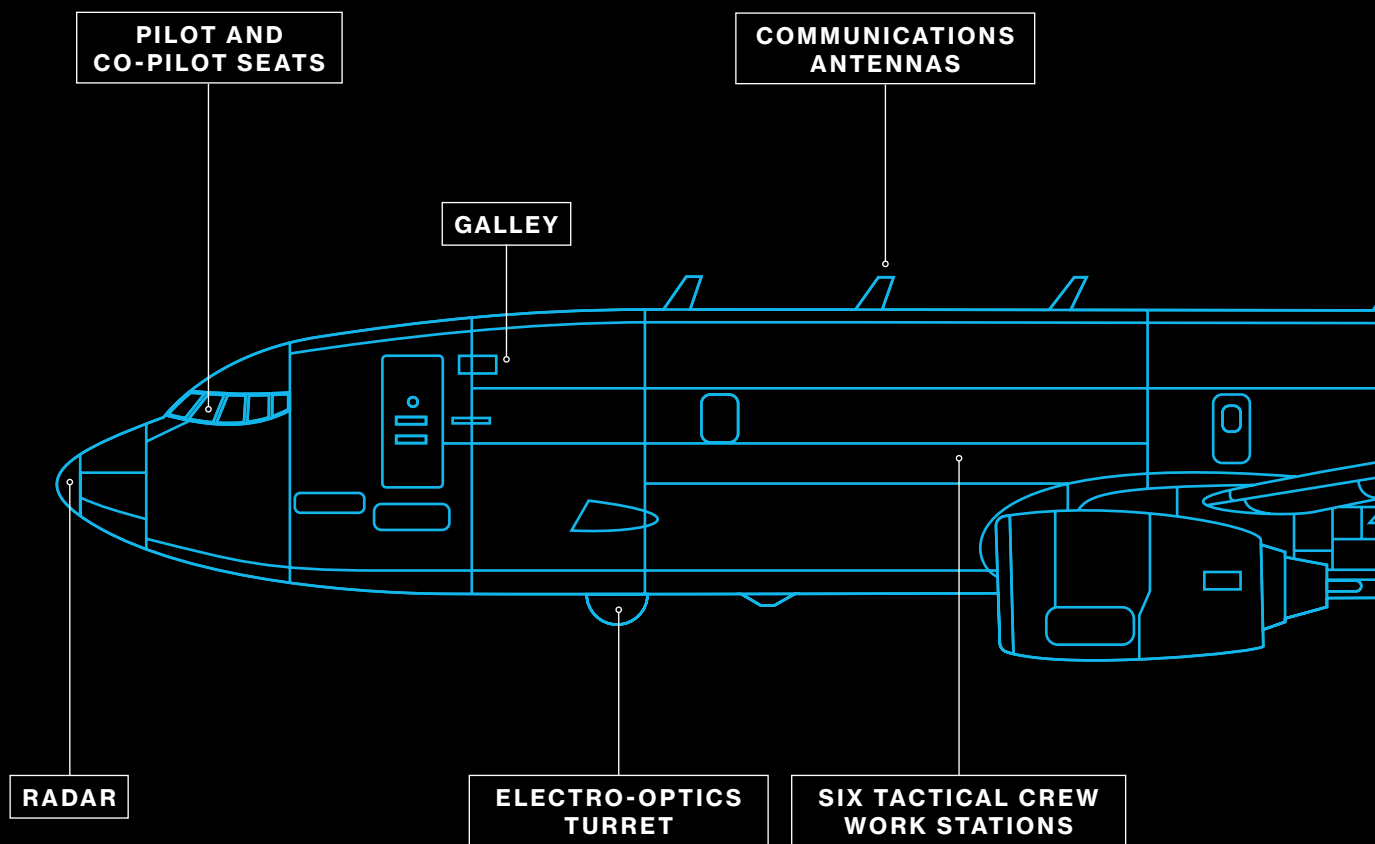
Like all New Zealand Health providers, good governance to match industry standards is essential for Defence Health.

Good governance for this clinical experience programme is overseen by the Aviation Medicine Unit and the medical director of SRSL.

The SRSL medical director reviews and approves each medic before they are placed. The medics liaise and report back to the unit, which communicates with the SRSL ICPs, chief paramedic, the medical director and Defence Force command. This limited opportunity is only available to medics who have completed NZDF aero evacuation training and those with the right experience to join a Defence Force aero evacuation team.

Working under the supervision of the SRSL ICP means getting hands on. It is not an observation shift, but our clinicians add value, gain ability and confidence, as they work with their clinical mentors towards independence.

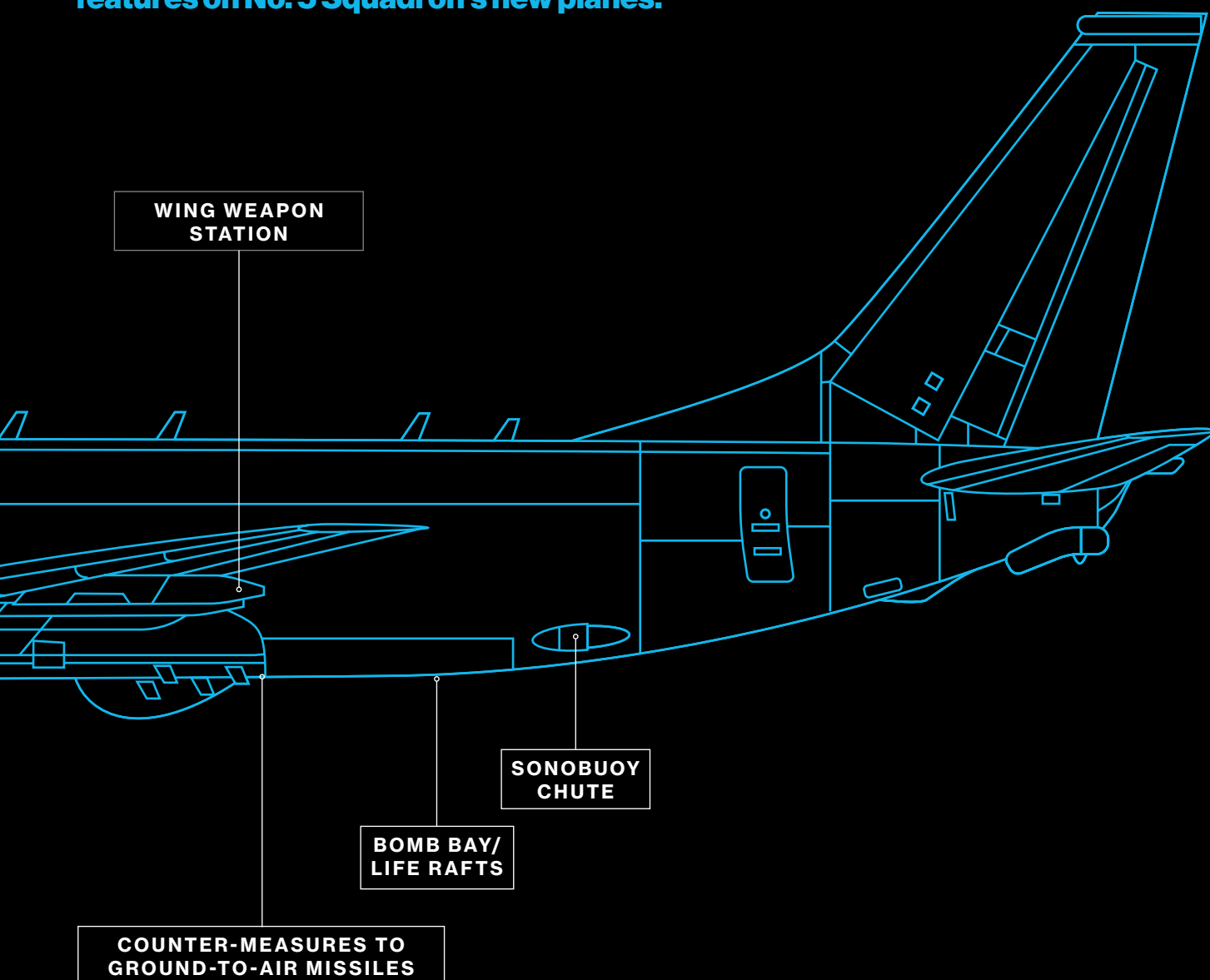
Working independently would see them assisting the ICPs with critical care and in time leading the job. Real clinical work like this prepares our aero evacuation medics to be ready to deploy at moment's notice.





# Sneak Peek

Training is underway for personnel to fly and maintain the Air Force's new P-8A Poseidon surveillance aircraft. Air and ground crews have been sent to Australia and the United States for training and will be back in New Zealand ready for their arrival at the end of next year. We wanted to show you what to expect of the aircraft, so here is a sneak peek at just some of the features on No. 5 Squadron's new planes.







# Protecting the Pacific

**Humanitarian aid and disaster relief supplies and personal protective equipment (PPE) will help the people of Timor-Leste dealing with the impact of severe flooding and a surge in Covid-19 cases.**

**A**ircrew on a C-130 Hercules recently delivered 7.5 tonnes of equipment and supplies to Dili, Air Component Commander Air Commodore (AIRCDRE) Shaun Sexton said.

The relief supplies and PPE are part of \$2 million in support to Timor-Leste announced recently by the Government.

"It is a difficult time for people in Timor-Leste who have been dealing with the impact of severe flooding while also experiencing a surge in Covid-19 cases," AIRCDRE Sexton said.

"This is the second Hercules flight to Timor-Leste recently where we have delivered personal protective equipment (PPE), which will be used by health workers treating patients. Unfortunately, some of Timor-Leste's PPE supplies were damaged in the flooding and they needed more supplies as there has been further spread of the virus," AIRCDRE Sexton said.

The Ministry of Foreign Affairs and Trade arranged for the supplies following a request by the Government of Timor-Leste for assistance.

The PPE includes hand sanitiser, goggles, biohazard waste bags, thermometers, gloves, gowns and surgical face masks.

The humanitarian aid and disaster relief supplies include solar lanterns, water purification tablets, water pumps, generators, family hygiene kits, and mother and infant kits.

In March, an Air Force Boeing 757 took PPE supplies to Papua New Guinea, which has also been experiencing a surge in Covid-19 cases.

Approved New Zealand Defence Force protocols have been followed during the contactless deliveries.

**MAIN**  
PPE and supplies delivered to Timor-Leste

**BOTTOM**  
Aircrew flying into the airport at Dili





## Behind the scenes; comms at air drop training

**B**Y EDITOR  
**Y** REBECCA QUILLIAM

**The skies above picturesque Wanaka were filled with the sound of a C-130 Hercules undertaking air drop practice recently during Exercise Skytrain.**

**T**he activity was used by No. 40 Squadron to consolidate skills learnt at Base Auckland. It provided crews with a range of flying training, including over unfamiliar and challenging terrain, coordinating pallet drops into drop zones and landing the aircraft on runways different to those in Auckland.

But while a lot of activity was happening in the sky, a heap of work was happening behind the scenes to ensure everyone could communicate with each other.

Air Operations Communications Centre section commander Flight Lieutenant (FLT LT) Rochelle Rowe said their “main footprint” was with IT.

“We’re setting up a 2.4m diameter satellite dish, it’s the best equipment for this type of task. It gave us the opportunity to practice ground-air communications training and overall provides a better service.”

The team also set up a wifi network so personnel could access the Defence Force internal IT system.

Alongside that work, a Mobile Air Operations Team (MAOT) would travel to the drop zone where the Hercules was scheduled to make the air drop and set up a big 10m by 5m target, for where the pallets should land.

“The communications the aircraft uses to the team on the ground is via a UHF or VHF radio network. So we take a handheld radio and communicate with the aircrew to coordinate that drop,” FLT LT Rowe said.

“The biggest challenge will be if there is bad weather at the drop zones, because it could affect the radio communication between MAOT and the aircrew. The high frequency that we use can be affected by cloud, but while bad weather can impact our ability to communicate with the aircraft, we have communications protocols to ensure we continue to remain in contact with the crews,” she said.

Detachment Commander Squadron Leader Rob Attrill said an important part of the training was being able to operate effectively and successfully away from the squadrons’ home base.

“Skytrain exercises our support elements in supporting airborne operations and further prepares us for overseas-based exercises with our partners, and ultimately operations in support of New Zealand’s interests,” he said.

“We have used these skills in real-life scenarios. For instance in December 2019 we deployed on US Air Force-led Operation Christmas Drop out of Guam where we delivered pallet loads of goods via C-130 airdrops to people living on remote islands and atolls in the Pacific.”





## Artificial Intelligence work alongside rescuers

**B | EDITOR**  
**Y | REBECCA QUILLIAM**

**In search and rescue, and humanitarian aid and disaster relief scenarios, every second counts, so the Defence Force has partnered with Microsoft and Aware Group to explore cutting-edge artificial intelligence (AI) technology designed to save lives faster.**

**T**he device is a deployable server, Azure Stack Edge, which runs the AI software and interprets imagery supplied from footage from an unmanned aerial system (UAS) and identifies human shapes.

The technology quickly rules in, or out, areas where people are stranded so rescue teams can get to them as quickly as possible.

Part of the attraction of the technology is how deployable it is, Assistant Director Air Force Capability Development Deane Kennedy said.

"The server stack is about a metre long and 40mm deep and can be taken pretty much anywhere."

The UAS can either stream footage live as it is piloted over search areas or the memory card fitted can be taken out on its return and plugged into the server, which processes the images.

"It reads through the video file and identifies what it determines in the video stream are people. And it is remarkably good at that.

"If you were flying a drone down a route, the server would take the stream and say 'I think you've got something here to look at', and the operator can then redirect the drone back over that spot. Or the drone can fly the route, come back load up all the video in the server, which reads it and find areas where more detailed examination might be required."

The UAS can perform an initial search of a 10km gully within 20 minutes, Mr Kennedy said.

"To walk it, you're talking hours. Even people searching by helicopter can't see everything all at once. Whereas a drone has everything captured on video, and you can scroll backwards and forwards through it."

The Defence Force is still going through the process to be able to use the technology during an operation, but once it's there, it will be a useful tool, he said.

Bianca Ellery from Aware Group said Azure Stack Edge has the added benefit of running completely offline when deployed in harsh environments.

"The footage is processed by the AI in real-time and indicates key frames for the analysts to verify. If something is found in the footage, the frame can then be flagged and a team can respond immediately.

"The solution also presents additional context such as geo-location if it's available. Having all the information quickly and in a single place is critical to a successful rescue operation."

Microsoft technology strategist Rod Park said it was great to be involved with "the business of Defence".

"It's good to listen to the Air Force around some of the operational challenges they have and how we can use technology to make people's jobs easier – especially during humanitarian aid and disaster response scenarios.

"Having these new technology capabilities being assembled in a meaningful way and delivering a military effect is brilliant."



## Starting a lifelong journey

**B** | SENIOR COMMUNICATIONS ADVISOR  
**Y** | CHARLENE WILLIAMSON

**On 16 January 2001, 96 fresh faced recruits marched in at Base Woodbourne, eager to start their new lives serving in the Royal New Zealand Air Force.**

**T**wenty years later, 16 from the 01/01 recruit course returned to not only celebrate their time so far in uniform, but to welcome 47 new recruits of 21/01 to the Air Force.

The newly graduated airmen will now head off to their trade training across various locations around New Zealand.

Aircraftman (AC) Sarah Lockwood joined the Air Force to “contribute to a greater cause, and enable me to help others in times of need”.

“I hope to move up the ranks and become a successful leader within the Air Force and lead teams to succeed in whatever challenges we might face.

“I hope to still be in the Air Force in 20 years time having had many different roles, and experiences,” she said.

AC Lockwood is currently focussed on obtaining the qualifications and training she needs for her role as a communication and information systems mechanic.

The recruits from 20 years ago hope that the newest recruits to the Air Force see the opportunities and potential within the force for lifelong careers.

Flight Lieutenant (FLTLT) Glenn Blay said working for the Air Force was a lifestyle not a job.

“I wake up everyday with the same desire and passion I had on day one when I marched in.”

FLTLT Blay has had a “gold-plated career” over the past 20 years.

He spent his early days in air security where he was a military working dog (MWD) handler, then MWD trainer, helicopter crewman on the Iroquois and after many years training, commissioned and is now a pilot at No.3 Squadron flying NH90 helicopters.

He is a big fan of giving back, feels lucky to be where he is today and if people can see what he has done in his 20-year career then that might encourage the younger generation to take a chance.





"There is always something new to do provided you are proactive and find it. You will make friends for life, will remain healthy and have good family support," FLT LT Blay said.

New graduate AC Ron Varghese joined the Air Force because of a strong desire to help people.

"I was wanting a change of career. I was working in ICT and wanted a change. I was done with sitting in front of a computer screen all day," he said.

"I also worked as an elderly support worker for a year. That's when I decided I wanted to join the medical field.

"I was going to study nursing when I came across this opportunity in the Air Force as a medic."

When Flight Sergeant (F/S) Andrea McNabb marched in 20 years ago she was a mum of three children under two and she needed to earn a living.

"As it happened, there was a large page advert in the newspaper for the Air Force when I was job hunting."

Little did she know that the newspaper ad would change the course of her life and career. She also went on to have a further three children while in uniform.

F/S McNabb has many highlights from her career including being the first corporal logistics trade instructor in the Air Force, visiting Antarctica on operation, being involved in the development of the Air Force Creed and being selected for the United States Air Force Senior Non-Commissioned Officer Academy Leadership programme.

"I am logistics by trade and have been working in or around it for most of my career. When I speak of diversity of roles, the trade has given me opportunities which have allowed so much variety in the workplace."

Meanwhile, new graduate AC Caleb Mansbridge, who has always wanted a career in aircraft engineering, saw the Air Force as a place that provides the best training and opportunities.

He has just started his trade training as an aircraft technician, after previously studying aeronautical engineering and working for Air New Zealand.

"Even though I have experience in this line of work, I expect to learn heaps and improve my skills further to become an asset to our Defence Force.

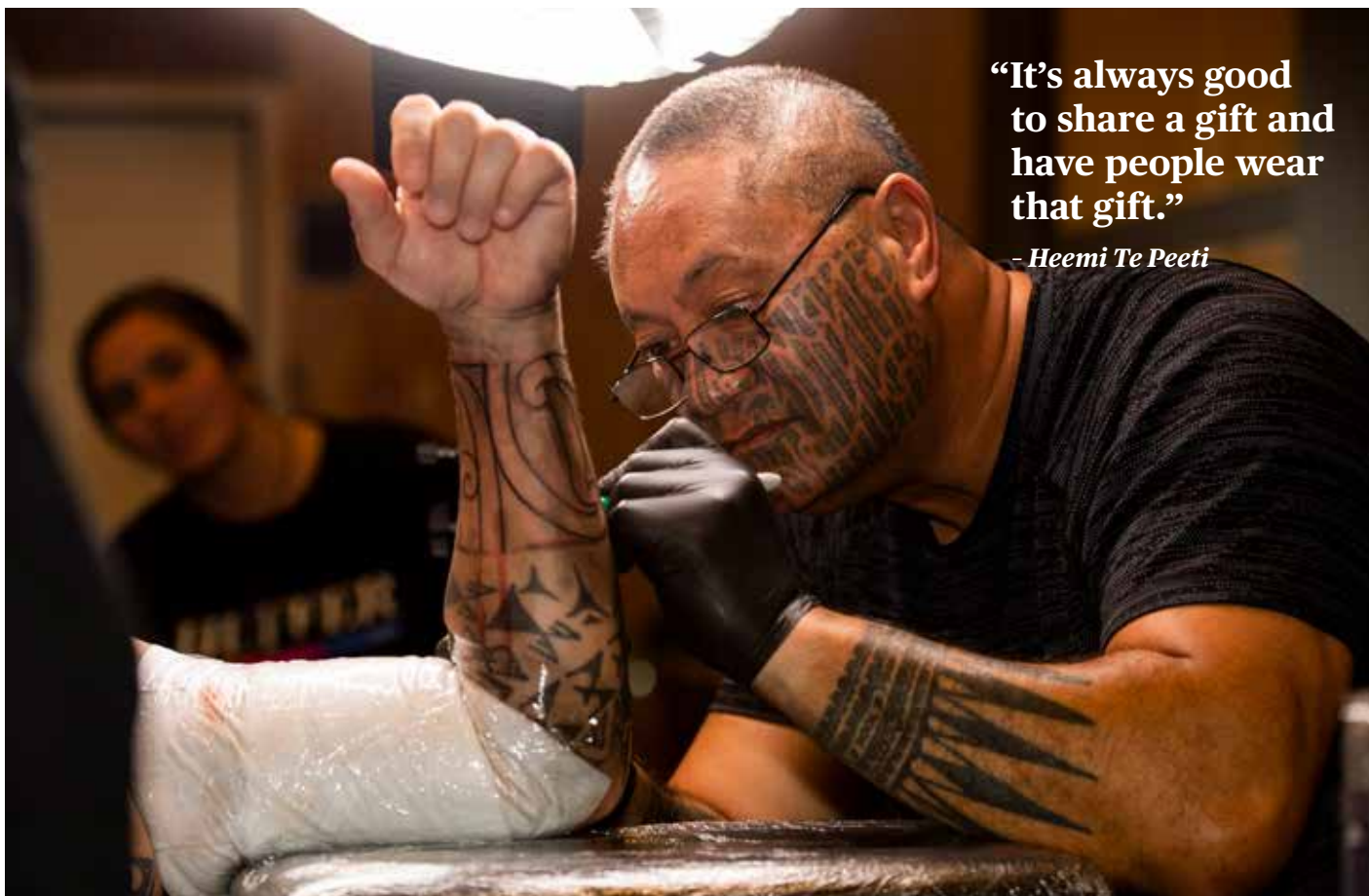
"I love tinkering with vehicles. I think it fits pretty well as an aircraft technician, pulling things apart and having skills to put it back together," he said.

"In 20 years' time I still hope to be on the tools, maybe leading a maintenance team, and I hope, in a senior rank position."

**LEFT**  
New Air Force graduates marching onto the parade ground

**MIDDLE**  
Graduates perform the Air Force haka

**RIGHT**  
Personnel in service for 20 years celebrate the new graduates entry into the Air Force



**“It’s always good to share a gift and have people wear that gift.”**

*- Heemi Te Peeti*

## The gift of tā moko

**B** | EDITOR  
**Y** | REBECCA QUILLIAM

**For a week last month, the Air Force’s Tūrangawaewae at Base Ohakea was home to tā moko expert Heemi Te Peeti, who created moko for any personnel who wanted one.**

**F**ifteen Defence Force personnel and two dependents took up the opportunity to receive a moko during the week. Doors were also open to those who wanted to support their loved ones and colleagues going through the process. Songs were sung, children played and the calm, welcoming spirit of the building was an ideal venue for the event.

Sergeant (SGT) Nare Whittaker wanted to get a moko to represent his whānau and his whakapapa (genealogy).

“I don’t have any tattoos yet, because I wanted to learn how to speak te reo before I got one. It was important to do it in that order, because when I talk about it I wanted to be able to talk about it in Māori, because that means a lot more to me.”

He wanted it to represent his whānau, but was leaving the final design in the hands of Mr Te Peeti.

“Matua Heemi sits down with everyone who is getting a moko and talks about what they want. He’s done it for so long and he understands the person’s story and knows exactly what the design should look like.

“My whānau is from the Far North. My dad’s side is from Ngāpuhi and my mum’s family is from Ngāti Kuri. Matua Heemi has whakapapa genealogy that goes back to Ngāpuhi as well, so I’ll be in good hands,” SGT Whittaker said.

His wife and two of his three children stayed by his side throughout the procedure to support him.

Mr Te Peeti is one of the Defence Force’s recognised kaumātua. His craft with tā moko came after a lifetime of carving.

“I’m a traditional carver by trade, but I’ve been doing moko for a very long time too. I like to say they are related to each other. To go into the world of moko, one needs to have a good foundation of carving, in terms of learning design and tribal styles and the stories that go with them,” he said.

“It’s been a good week to share the history and kōrero of one of our many hapu, to talk about moko to the people here at Ohakea. It has helped them understand where this particular gift came from.





Flight Sergeant (F/S) Kelly Menary took up the opportunity and received a moko on her inner forearms, representing her completing her Maunga Kura Toi (Bachelor of Māori Art degree) through Te Wānanga o Aotearoa.

"I wanted a form of expression to celebrate my success and that's why I got a moko done," she said.

"The bottom part is the harakeke (flax) leaf. The middle is about the pursuit of knowledge and the top is a manaia (bird) head and it represents guardianship and protection of that knowledge. So it's about the transformation of harakeke right through my expression, which is weaving.

"Within te ao Māori there is a balance with everything, so I definitely wanted them on both arms, because I weave with both hands."

Some of the harakeke F/S Menary used during her study was from the gardens at the Tūrangawaewae, which she had been tasked to look after.

"Some of the pieces that I've woven I've gifted back to the Tūrangawaewae because I've used the harakeke from here and the kōrero behind those pieces are about the Air Force or the Air Force haka."

Tūrangawaewae manager Wal Wallace said the art of tā moko was very special to Māori.

"But to get it done under the roof of your own house makes it even more special. A lot of our people are away from their home marae, so this is the only other place they can get it done."

This year has been about the Tūrangawaewae giving back to our people, he said.

"I don't just mean our Māori people, I mean our Air Force people. The previous two years have been very activity-based in terms of what other people want to do here. So we wanted this year to be about us establishing and running things here for our people."

"It's also an opportunity for other base personnel who have always wondered about maybe getting tā moko to come in and feel the experience so they can make a decision later on about whether to get one."

Meanwhile, after about three hours of work, SGT Whittaker was looking at his new taonga.

"My children are represented and the main image represents Ngāpuhi. I love it. It's beautiful."

#### LEFT

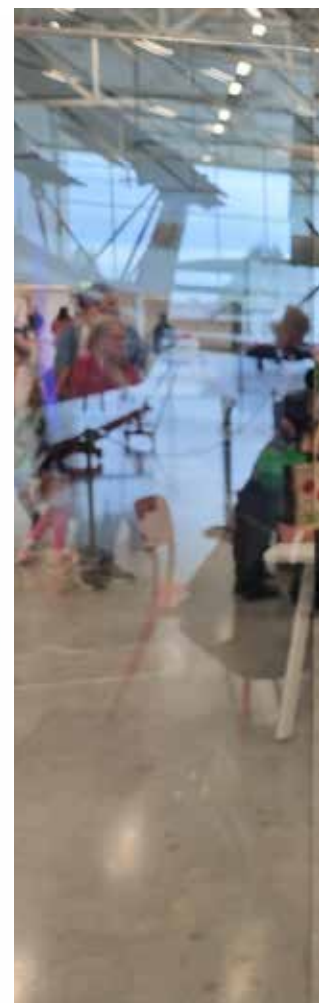
Tā moko expert Heemi Te Peeti working on a moko for Warrant Officer Roy Robati

#### RIGHT

Sergeant Nare Whittaker receiving his moko, supported by his wife Jordan, son Brooklyn, 8, and daughter Marlo, 5

# Henry Fanshaw helps tell No. 75 Squadron's wartime story

**B** | AIR FORCE MUSEUM OF NEW ZEALAND  
**Y** | MICHELLE SIM



**For the first time the story of No. 75 (NZ) Squadron RAF has been told in a children's book, with a very familiar bear as narrator.**

**LEFT**  
Illustration of Henry B. Fanshaw

**MIDDLE**  
Henry B. Fanshaw at the launch of the book 'My Name is Henry Fanshaw: the true story of New Zealand's bomber squadron'

**TOP RIGHT**  
L-R: Louise Russell (publisher, Bateman Books), Gillian Torckler (author), Adele Jackson (illustrator) and Michelle Sim (Communications Manager, Air Force Museum) with Henry Fanshaw at the official launch of the book at the Air Force Museum

**BOTTOM RIGHT**  
Cover of My Name is Henry Fanshaw'

**F**ormer No. 75 Squadron mascot Flight Lieutenant Henry B.

Fanshaw, once a prime target of inter-squadron rivalry and now one of the most well-known items in the Air Force Museum's collection, has been brought to life by author Gillian Torckler and illustrator Adele Jackson in the hard-covered book, 'My Name is Henry Fanshaw: the true story of New Zealand's bomber squadron'.

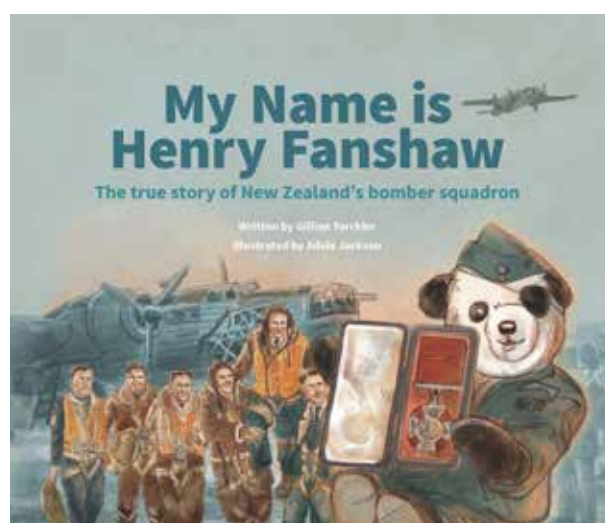
Torckler first contacted the museum with the idea of writing a children's book in 2013, after seeing Henry Fanshaw on a 'Tales from Te Papa' mini-documentary episode. The project finally proceeded in earnest last year, with the museum providing support in the form of technical editing and historical guidance.

One of the aims of the book was to share a lesser-known aspect of wartime history in an accessible way. Much has been written for children about our soldiers, but less about our airmen.

Henry Fanshaw provided the perfect means to introduce younger readers to the story of New Zealand's involvement in Bomber Command during World War II, by having him personally share the experiences of his old unit.

The story begins with the first Kiwi airmen embarking for England in 1939, and follows their training, operations, return home, and legacy. Themes of courage and sacrifice are explored through stories such as Jimmy Ward's VC-winning act of bravery.





The author honours our airmen without glorifying war, and humanitarian missions such as Operation Manna (the dropping of food supplies to starving Dutch citizens in 1945) provide a positive counter to the realities of aerial bombing, which are also referenced.

'My name is Henry Fanshaw' was released in March, well-timed for the lead-up to Anzac Day. An official launch was held at the Air Force Museum on April 20, which was attended by a crowd of about 120 and even included a special guest appearance by Henry Fanshaw himself.

Copies of 'My Name is Henry Fanshaw' are available from the Air Force Museum Shop for the special discounted price of \$19.90 for Defence personnel and readers of *Air Force News*. Simply enter the code 'FANSHAW20' at checkout if shopping online: [www.airforcemuseum.co.nz/shop/my-name-is-henry-fanshaw](http://www.airforcemuseum.co.nz/shop/my-name-is-henry-fanshaw)

#### From the book

*"Now that I am retired at the Air Force Museum of New Zealand in Christchurch, I have time to think. Time to remember all the training and preparations here in New Zealand and the missions we flew in England. Time to remember all the brave men and heroes, and adventures we had."* – 'My name is Henry Fanshaw' (Bateman Books)

*"When I think of those men now, I can still recall every one of their stories. Every runway they landed on, every bomb they dropped, every man who flew with the Squadron and every man that did not return. Our motto was: 'Ake ake kia kaha', which means 'Be strong forever and ever', and we were."* – 'My name is Henry Fanshaw' (Bateman Books)

#### DO YOU REMEMBER HENRY FANSHAW?

The Air Force Museum is always keen to collect stories and photos of Fanshaw from his time 'in service'. If you have anything you can share about Fanshaw and his many adventures, please email: [communications@airforcemuseum.co.nz](mailto:communications@airforcemuseum.co.nz)

#### AIR FORCE NEWS GIVEAWAY

Email [airforcenews@nzdf.mil.nz](mailto:airforcenews@nzdf.mil.nz) by June 10 to go into the draw for a chance to win a signed copy of Gillian Torckler's *My Name is Henry Fanshaw*. Include your name and postal address and type: Air Force News GIVEAWAY and the name of the book in the title line. The winner will be contacted on June 11.



# Wāhine Toa



**The NZDF Wāhine Toa programme has been making great strides this year with a number of events and milestones achieved. The programme is part of the Diversity and Inclusion work programme and has four key focus areas to Attract, Recruit, Retain, and Advance women in the Defence Force.**

**W**āhine Toa is important to the NZDF, as increasing the number of women in the organisation is linked to:

- Improved operational effectiveness
- A safer and more inclusive work environment
- Better and more effective decision-making on Boards
- Value for money (getting the best out of the NZDF talent pool)
- A wider range of leadership styles and techniques
- Overall improved retention

Last year, the NZDF became the first military in the world to become a signatory to the United Nations Women's Empowerment Principles (UN WEPs). Wāhine Toa utilises these principles as the guiding framework for its work plan to provide greater equality for men and women in the organisation.

The Wāhine Toa programme also works with the regional Gender Equality Networks to host networking and speaker events. Recent presentations by Dr Kaisa Wilson on 'Managing Resistance and Backlash in the Workplace', and Lieutenant Commander Linda Bruce on 'Why women are failing to reach senior leadership appointments', have been well received and serve to increase understanding on gendered perspectives within the NZDF. Over the past 12 months, Wāhine Toa has also supported the growth of Senior Female Leaders within NZDF through the establishment of service specific groups called 'Kawau Mārō'.



Recently Wāhine Toa celebrated International Women's Day with a morning tea held at Defence House. This year's theme of #choosetochallenge is a call to arms for brave men and women to challenge the status quo, and look to increase their awareness and understanding of how important gender is in the workplace and on military operations.

Last month Wāhine Toa hosted its first Gender Champions Hui in Ohakea. A range of individuals working in the gender space met to kōrero, network, and share their knowledge.

The Air Force has a lot of exciting things happening in the Wāhine Toa space. We continue to support our Defence Recruiters through Operation Tangata Kanorau (OP TK) and our School to Skies programme.

OP TK takes the Air Force to schools, air shows and on the road with a hands on, fun aviation and STEM learning experience (involving our trusty Grumman aircraft training aid). School to Skies is a one week, residential experience for females in Year 13 who are considering technical or aviation-based careers.

The Air Force is continuing to grow our Base Gender Equality Networks. These networks are about connection, sharing experiences and opportunities, personal development, supporting each other and finding ways to influence change.

Working alongside Wāhine Toa, the Air Force has also established a Kawau Mārō network for our female leaders. One of the priorities of this network is to create opportunities to support and inspire our junior wāhine.

Other areas of interest in the Wāhine Toa space over the coming months are: increasing female participation in our Air Force Mentoring Scheme (both as mentors and mentees), working with our women to hear their whakaaro (thoughts), supporting the upcoming Defence Force Gender Champions Hui and continuing to explore ways to work together to become a more representative and inclusive Air Force.

If you would like to be involved or hear more about the Wāhine Toa programme, including updates on upcoming courses and events, please email: [Wahine.Toa@nzdf.mil.nz](mailto:Wahine.Toa@nzdf.mil.nz)





## Tough kids impress at Base Auckland

**B** | AIR WARFARE SPECIALIST  
**Y** | CORPORAL NIKITA CROOKBAIN

**Building relationships with the local community is an important part of being in the NZDF. That's why it was so great that more than 1000 West Auckland Primary School students participated in the Tough Kids event held at Base Auckland recently.**

**T**he event took place in partnership with Mitre 10 Mega Westgate and Henderson. Before it had even started, the kids were intrigued by the hangars and planes they had passed on the way to the sports field.

It was really cool to see how excited the kids were to be on an Air Force base and to have the opportunity to answer all of their questions about the buildings, planes and our jobs.

The event started off with a briefing from the organisers, before the kids were sent off in year group waves to complete the course. The aim of the day was to get all the students participating in the course and having as much fun as possible.

The course was just under 2km with the kids navigating obstacles such as, cargo nets, tyres, rope swings, a giant water slide and a finishing chute with sprinklers.

The students lined one side of the finishing shoot to cheer on their mates, which at times got very competitive.

The biggest highlight of my day was seeing the smiles when the kids crossed the finish line.

I could see the sense of achievement in their faces and loved the way they celebrated with their friends after successfully completing the course.

In between races the kids had the opportunity to view the Air Force static displays on the field, including a Seasprite, fire engine, Pinzgauer, and display from the RNZAF Drone Racing Team. The kids absolutely loved these displays. They were still talking about all that they had seen on the way out the front gate.

The final race of the day involved teachers, parents and volunteers. This was a great way to wrap up the day, with the 'big kids' (adults) having just as much fun and being cheered on through the finishing shoot by the 'smaller' kids.

The Tough Kids event provided great development opportunities for all the base personnel involved, all while having fun and taking part in something a bit different from our day to day jobs.



## Notices

### RNZAF PROVOST/ RNZAF POLICE REUNION

**3–6 March 2022,  
Blenheim**

Any ex or serving member of the above trades welcome. Also a general enquiry; are you aware of anyone who served in the Provost trade from the 1950s through to the mid 1960s, please make contact with us. There is a gap in the RNZAF Provost history that we're interested in finding about.

Expressions of interest to Colin Waite  
elephant-tracker@xtra.co.nz



### RNZAF UNIVERSITY CADET SQUADRON REUNION

**A reunion of all past members and commanders of University Cadet Squadron courses is planned to be held in Christchurch on Saturday 19 February 2022.**

Initial planning is for a "Meet and Greet" activity early Saturday afternoon and a Dinner in the evening.

Venues and Cost TBD.

Further information is available on the Facebook site "UCS Reunion – 19 Feb 2022".

Please register your (non binding) interest by emailing UCSReunion2022@gmail.com giving Name, Service Number (not essential), Course Number, likelihood of attending, and preferred email address by 31 May 2021.



### NZDF SUMMER INTERNSHIPS 2021/22

**Are you a serving Reservist about to complete your university studies or are you preparing for a break between semesters?**

Do you want to learn more about what the New Zealand Defence Force (NZDF) does in your area of study?

The NZDF Summer Reserve Force Internship Scheme (RIS) provides selected NZDF Reservists with a paid internship at a NZDF base across New Zealand. Chosen interns will be placed where their individual skills can best be used while the intern will be exposed to opportunities to further a military or civilian career with the NZDF.

At the end of the placement, successful applicants will receive a final report/reference from their Sponsor Branch. The report is detailed and covers Position Title, Position Description, Experience Gained, Task/Projects completed, Skills Acquired, Strengths Displayed and a general comment from the supervisor.

Applications available between June 11 and August 27. For all queries please email Reserves@nzdf.mil.nz.

### RESERVIST OF THE YEAR

### CALL FOR NOMINATION

**The Reservist of the Year Award recognises a member of the NZDF who most exemplifies the Defence Force values of Courage, Commitment, Comradeship and Integrity in their service as a Reservist.**

Obtain a nomination form from your chain of command and fill it out for endorsement.

Submissions must be received before 18 June 2021.

Endorsed nominations are to be submitted to HQ DRYS at reserves@nzdf.mil.nz





**B | SERGEANT  
Y | SAM SHEPHERD**

When the Texan formation appeared in the sky over the Carillion tower at Pukeahu National Memorial park bang on 11am, I, along with the other photographers in the media area were distracted covering aspects of the Anzac Day National Commemorative service on the ground. So it became a challenge of quick draw for us all. It's always a good start to the day when you check the photo and see you got the shot, but it wasn't the case for everyone as I could hear others around me muttering under their breath about how they missed it.



# Fly safe

Be drone aware

Quick reference drone flying guide



## Stay

**Below 400 feet (120 m)**

**Within line of sight -**

if you can't see it, bring it back

**In daylight hours**

**In permitted areas**

(e.g. at least 4 km away from an airport)

**Away from populated places -**

the beach, neighbour's backyards, sports events



## Check

**Maps - Where you can fly:**

[www.airshare.co.nz/maps](http://www.airshare.co.nz/maps)

**My Flights -**

Log your flight and, where necessary, get Air Traffic Control authorisation

**New User Info -**

[www.airshare.co.nz/new-user](http://www.airshare.co.nz/new-user)



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