

AIR FORCE NEWS


NH90s
share load at
Tauwharenikau

Hercules |
distributes
aid to PNG

Poseidon
wraps up
UN flights

#269

JUN|24

A night sky over a beach. The sky is dark blue with many stars and a faint rainbow visible on the right side. Two parachutes are visible in the sky, one higher and one lower, both with small lights. The beach is in the foreground, and the ocean is visible in the distance. The title 'Flying on Silver Wings' is written in large white letters at the bottom.

Flying on Silver Wings

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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:

Silver Wings

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- photos provided separate from the text – at least 300dpi.

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First Word



B | GROUP CAPTAIN
Y | MIKE CANNON

“As I type this No. 40 Squadron and other Base Auckland units are preparing to conduct a contingency operation in support of Government of New Zealand military response options.”

As we welcome the month of June, we stand at a poignant intersection of history and the present.

This month marks the 80th anniversary of D-Day, a day that serves as a powerful reminder of the bravery and sacrifice exhibited by countless individuals during one of the most pivotal moments of World War II.

While New Zealand Army units were decisively engaged in Italy, many New Zealand aircrew were involved in the fight to provide air supremacy over Normandy in order to support effects being delivered in the land and maritime domains.

In reflecting on the legacy of D-Day, we find ourselves drawing parallels to the challenges we face in the present. Readiness to provide support across the domains is key to what we as an Air Force deliver today.

This edition of the *Air Force News* contains articles highlighting air delivering key operational outcomes from the air to support both the land and maritime domains, from the Parachute Training Support Unit supporting Exercise Silver Wing, to No. 40 Squadron delivering aid to Papua New Guinea.

Readiness is not merely a state of being but a continual process of preparation, training, and adaptation. It is the assurance that, when called upon, we can respond swiftly and effectively to any situation.

Our resilience is equally critical – it is the capacity to recover quickly from difficulties, to adapt in the face of adversity, and to emerge stronger from the trials we encounter. The challenge for us all is to ensure we are ready for whatever might come our way, and given the geostrategic situation in the Indo-Pacific, it probably is coming our way.

Of course, the challenge with being continually in the readiness process is to also make sure we take time to recover and regenerate. I see that as part of the process of preparation, knowing when to slow down and begin the cycle again.

The challenge for all of us is to make sure we are the best we can be and that needs us to take time to look at our own personal readiness, whether that's ensuring our weapons training or operational fitness testing is up to date, or that our unit is collectively looking for efficiencies. Importantly, safety must be the thread that runs through our readiness cycle.

As we think about the past and navigate the present, we should remain committed to the values that define us: courage, commitment, comradeship and integrity. Together, we will continue to build a ready and resilient force, prepared to meet the challenges of tomorrow.

Thank you for your dedication and service.



The Coromandel skies were the stunning backdrop to a recent New Zealand Defence Force exercise involving a number of Royal New Zealand Air Force capabilities. It's the type of flying aircrew love to take part in.

WORDS | REBECCA QUILLIAM
PHOTOS | SGT MARIA EVES

FLYING ON SILVER WINGS



Exercise Silver Wing is an annual assurance training exercise to test and assure the very high readiness operational capabilities of the NZ Army to respond to regional or global events.

This year the exercise was focussed on a fictional reconnaissance mission, set in an island and jungle environment. Waikawau Bay was used as the exercise area as it provided environmental conditions and terrain similar to that experienced in many locations in the Indo-Pacific.

The week-long exercise included NZ Army personnel who conducted full-equipment, high altitude and low opening (HALO) parachute infiltration jumps from a C-130 Hercules. Supporting the exercise were No. 40 Squadron aircrews.

The exercise was also supported by Base Auckland's Parachute Training Support Unit (PTSU) and Base Ohakea's No. 3 Squadron NH90 helicopter aircrews. The NZ Army also provided 5 Movements Company, which specialises in, amongst many things, parachute delivery of military supplies.

Flight Lieutenant (FLTLT) Jasmine Eyley, a C-130 navigator, was the air liaison officer between No. 40 Squadron and NZ Army, which involved several planning meetings to gauge what was required to best support them and their training requirements for the exercise.

"Our involvement this year required two days of flying, including one day of parachute rehearsals and a night-time infiltration flight into Waikawau Bay," she said.



“These infiltration flights require a fair amount of planning by the crew, and the navigator can get particularly busy providing several release point options due to weather and surrounding terrain posing some limitations on original plans.

“The jumps themselves were into the Coromandel, which was an unfamiliar drop zone for us, so having multiple options and pre-briefing these to all involved gave us the best chance of enabling success for the first phase of the mission for the troops.

“The navigator is also required to manage secure communications between the aircraft and the operations centre that NZ Army personnel manage the exercise from, in order to provide up-to-date information on mission status.”

Tactical night flying presented its own challenges, but it was something crews dealt with relatively frequently, she said.

“Because it’s high level parachuting there was no requirement for crew to wear night vision goggles, however the troops would have been operating with them. There are certainly more hazards involved for them doing a night jump into an unfamiliar drop zone, but that’s what they are training to be able to do.

The exercise was a good opportunity for the squadron to work with NZ Army and PTSU, FLT LT Eyley said.

“The job they do is dynamic and forces us to be more flexible – it’s beneficial in that aspect. And it’s always more fun operating with new people too.”

“That’s the kind of flying that we really enjoy, it’s the ‘pointier end’ of things, which we don’t often get the opportunity to do day-to-day. A lot of people join No. 40 Squadron for the more tactical side of flying, so we enjoy the extra challenges that brings.”

– *Flight Lieutenant Jasmine Eyley*

PTSU is often seen during displays as the Kiwi Blue Parachute Display Team, however their primary role is to deliver personnel parachute training and support to the Defence Force, especially the NZ Army.

For this year’s Silver Wing, PTSU provided a support role to enable the parachute infiltration into the Area of Operations.

A PTSU liaison officer was appointed to liaise between NZ Army, No. 40 Squadron and Maintenance Support Squadron (which maintains, services, and packs the parachutes).

The parachute infiltration involved two Parachute Jump Instructors as despatchers on the aircraft, whose role was to ensure the parachutist was equipped correctly. They despatched the parachutist at the right time, in suitable environmental conditions in consultation with the aircraft crew.

On the ground there was also a Drop Zone safety officer, parachute rigger and medic to support the safe conduct of the activity.

Sergeant (SGT) Josh Stone headed up the support element of the exercise. Part of that meant heading to the drop zones ahead of time to ensure they met requirements. He was also the advisor around options for the jumps and types of landings.

“There was a considerable amount of effort for both PTSU and the team who looks after the parachutes in terms of getting all the ancillary equipment, getting the parachutes ready and making sure they were all up to standard and ready to go.”

One of the added complexities that comes up with night jumps is having a robust communication plan with all the safety elements on the ground.

“If someone goes missing at night it can be quite a mission to track them down.”

All the jumps were successful though and nobody suffered any injuries, SGT Stone said.

There were about three or four hours planning before the flights. Decisions were made on whether to do HALO jumps, or high altitude, high opening (HAHO) jumps, which involved leaving the aircraft from a good distance away, deploying the parachute straight away and steering toward the jump zone, he said.

“You can fly up to 25km under the canopy, but because there were few suitable drop zones in the Coromandel should the parachutist go off course, it was decided not to attempt those jumps.”

Other challenges were logistical ones, he said.

“There was a considerable amount of planning for the drop zone areas because they were so remote.

“We were doing two patrols into two different drop zones, within close proximity of each and we had extra considerations to take into account for the beach landings. If the parachutes came into contact with salt water we need to have the resources on hand to get them back to Base Auckland to wash them within 24 hours,” SGT Stone said.

The Defence Force routinely trains in communities around New Zealand in order to maintain realistic environments, and is very grateful to the residents for accommodating the event, which provided essential training to personnel.



Exercising with the five powers

WORDS | **ANDREW BONALLACK**
PHOTO | **DEPARTMENT OF DEFENSE AUSTRALIA**



Ten Defence Force personnel recently took part in the annual Exercise Bersama Shield provides invaluable experience in the complexity of South East Asia battlespaces.

From 18 April to 10 May, ten New Zealand Defence Force personnel took part in Exercise Bersama Shield, one of a series of annual Five Power Defence Arrangements (FPDA) exercises involving Australia, Malaysia, New Zealand, Singapore and the United Kingdom. Signed in 1971, it is South East Asia's only collective security agreement.

Hosted in either Malaysia or Singapore, the exercise enhances interoperability and strengthens the relationships of FPDA nations through the conduct of combined joint maritime, land and air operations. The premise is a multi-threat environment off the coast of Malaysia.

This year's exercise involved 16 fighter aircraft, 10 support aircraft, one helicopter, three ships and 140 personnel from all five nations, based mainly in Malaysia.

The New Zealand personnel, in the Combined Joint Headquarters in Butterworth, Penang, fulfilled a number of roles including air planning and safety, scenario development, communications support, watchkeeping and logistics functions.

Wing Commander (WGCDR) Glen Graham, the Senior National Officer for the New Zealand contingent, says the key aspect for New Zealand is experiencing the complex and challenging operating environment of South East Asia.

"If we go to exercises in Hawaii or Australia, the crews are working in a deep water blue ocean environment, generally great weather, and relatively low shipping traffic. Around New Zealand there are mostly just fishing vessels and small numbers of merchant ships.

"But South East Asia is a complex environment with extremely busy airspace and battlespace. You have high-density shipping lanes, both commercial and military, and oil fields. 90,000 ships go through the Straits of Malacca every year. It's the key arterial sea line of communication between the Indian Ocean and the Pacific Ocean, through which 60% of the world's trade flows, and so it has direct relevance for New Zealand's security.

"There are environmental challenges, such as extreme bad weather, heat and humidity. There's geo-political complexities and cultural sensitivities.

"And it's a unique electromagnetic environment, all these radars and emissions, lots of complex signals for operators to make sense of using their onboard sensors."

Technologically the host countries have a different approach to integration that is less reliant on advanced information systems and more reliant on process, WGCDR Graham said.

"These are going to be the characteristics of exercises in the South China Sea and the Indian Ocean. It's an operating environment you can't easily replicate with a simulator."

Bersama Shield 2024 is the first in a series of exercises for the FPDA, which includes Exercise Suman Warrior, a tactical-level Command Post Exercise hosted in the United Kingdom in November, and Exercise Bersama Lima in October, hosted by Singapore.

The Defence Force will be deploying a Poseidon P-8A aircraft to Bersama Lima, he said.

"FPDA exercises are a useful way to expose Air Force, Navy and Army officers to military planning, tasking and execution duties in a Combined Joint Operations Centre alongside key partners.

"For air and naval crews getting the chance to operate in South East Asia airspace and seaspace, is great training. Leading or working alongside FPDA Naval Task Forces, supported overhead by P-8As, provide an excellent development opportunity for Navy commanders, working in company and practising protection of commercial shipping and self-defence against a number of air, surface and sub-surface threats they may realistically face if hostilities erupt."

Everyone came back from Bersama Shield buzzing, WGCDR Graham said. "It's an awesome experience. We've been going for years and you get great friendships out of it. It's ideal for people who haven't been exposed to this before, and doing something you can't experience in New Zealand. It's extremely rewarding."

Hercules distributes relief supplies to Papua New Guinea

B | PRINCIPAL ADVISOR COMMS
Y | SUE EDEN



A No. 40 Squadron C-130 Hercules and personnel recently deployed to Papua New Guinea to help with the distribution of humanitarian assistance and disaster relief supplies.

Papua New Guinea experienced a significant earthquake on 24 March in East Sepik and also suffered from recent flooding there and in surrounding provinces.

The Government of Papua New Guinea asked for New Zealand's help in transporting approximately 30 tonnes of aid from Port Moresby to affected communities in outlying areas.

Commander Joint Forces New Zealand Rear Admiral Jim Gilmour said Defence Force personnel worked with Papua New Guinea authorities on transporting the supplies to affected communities in 10 provinces.

New Zealand has a long-standing commitment to working with and supporting Pacific partners in humanitarian assistance and disaster responses.

"Our Hercules aircraft are well suited to this task. We deployed the aircraft and personnel to support our Papua New Guinea partners with their distribution plan and to help get relief supplies to communities in need," Rear Admiral Gilmour said.

The Hercules deployed from Base Auckland last month and spent three days transporting the aid.

The relief supplies included tents, blankets, plastic sheets, sleeping pads, water purifiers and portable jerry cans.

Fisheries New Zealand help the fight against illegal fishing

B | MINISTRY FOR
Y | PRIMARY INDUSTRIES

Soaring over the Pacific at 840km/h on one of the Air Force's newest planes, the P-8A Poseidon, is a bit different to a normal day on the job for Mike Bewick from Fisheries New Zealand's international compliance team.

Mike was on-board the P-8A Poseidon as part of New Zealand's efforts to combat illegal, unreported, and unregulated (IUU) fishing in the Pacific.

"On patrol, we look for fishing vessels in the area and use the Poseidon's cutting edge surveillance equipment to monitor their activity and check for any signs that they're doing something illegal. I'm there to support the aircrew by providing 'fish eyes', looking to spot anything out of the ordinary with the vessels expected appearance or behaviour, including what's missing from view."

Mike's patrol with the Air Force was part of the Forum Fisheries Agency (FFA) coordinated Operation Rai Balang, which took place recently. It covered a patch of the Pacific Ocean north of Papua New Guinea, near Micronesia, Palau, and Indonesia.

Operation Rai Balang is a multinational effort involving aerial and surface surveillance assets from Australia, France, New Zealand and the United States, who work to support the Pacific Island countries by combatting IUU fishing.

"Most countries in the Pacific don't have the resources to patrol in these remote areas, and they're always grateful that New Zealand can get out there to look for fishers who shouldn't be there or are fishing illegally.

"The fish caught in the region are mostly migratory species such as tuna and billfish, meaning they move around the regional fisheries throughout the Pacific, including in New Zealand's waters."

IUU fishing is an ongoing problem for New Zealand and our Pacific neighbours. It undermines the sustainability of fisheries, hurts local fishers, and has impact on the economic stability of Pacific nations.

For Pacific tuna alone, the value taken by IUU fishing was estimated at US\$333.49 million between 2017 and 2019. This criminal behaviour can also be associated with transnational organised crime such as smuggling, piracy, labour exploitation, and human trafficking.

"Once we spot a vessel of interest, we contact Pacific Island patrol vessels with information about what we've seen and guide them to the location of the suspicious vessel to inspect their fishing operation. Alternately we can provide our concerns to agencies that can arrange an inspection of the vessel at its next port call.

"If we find evidence of IUU fishing by a vessel operating on the high seas and outside of any nation's territorial waters, we provide information to the country the vessel is flagged to and request that they investigate further. This could lead to penalties such as fines, confiscation of catch, or the vessel being held in port.

"At international fisheries organisation meetings, New Zealand's representatives raise incidences of IUU fishing with the flagged nations of the vessels to hold them accountable and to help ensure appropriate action is taken," he said.

"Following an investigation last year, a vessel that was fishing illegally in the Pacific was added to the international IUU list. This means they will find it difficult to get future fishing licences and won't be able to legally sell their catch, so that it will be a struggle to be economically viable to continue operating."

The Air Force began utilising the Boeing P-8A Poseidon aircraft in mid-2023 as a long-range maritime patrol aircraft. It has a crew of nine and can remain in the air for up to twelve hours.

Mike is passionate about the fishing industry, and the work to combat IUU is important to him.

"Stopping IUU is important for sustainable fisheries management and for the nations that rely on healthy fish stocks. Fishing rules are there to support the sustainability of fisheries which is why it's important to hold those who fish illegally to account.

"I find it really heartening that a small nation like New Zealand can pull together resources from various agencies to make a big splash on Pacific fisheries compliance and play an important role in the fight to stop IUU fishing."

“Air Force support is crucial for the success of these operations – the technology on board is impressive and the enthusiasm and professionalism of the crew is second-to-none.”

- Mike Bewick



NH90s share the load at Tauwharenikau

WORDS | JO PRIESTLEY
PHOTOS | CPL MADDY BUTCHER

One of the highlights for many Reserve Force soldiers who took part in Exercise Tauwharenikau at Waioru recently was being transported out to the field by an Air Force NH90 helicopter.

While exhilarating for the troops, and something they wouldn't experience in their civilian life, it enables them to become familiar with NH90s and know-how to embark and disembark safely and how to strap themselves in.

Aircraft Captain Flight Lieutenant (FLT LT) Glenn Blay said the more training conducted in the training environment, under peacetime situations means that when it came to operating in more austere environments our people would be better prepared.

New Zealand Army exercises such as Tauwharenikau provided aircrew with an opportunity to advance interoperability with their ground force team mates, he said.

"It also provides our helicopter crews with valuable training in multiple areas such as formation flying, low-level flying, troop infiltrations and extractions, planning and briefing training, rotors running refuels, and tactical flying processes and mind-set."

They were also operating with guns, which weren't loaded with ammunition, but provided a challenges for the helicopter loadmaster, FLT LT Blay said.

"Communications is always an issue – whether radios don't work or codes don't align – however these exercises always provide us ways to find improvements."

There were some challenges faced by the NH90 crew during the operation including low-lying fog, operating in an area where live firing was taking place, and flying in close proximity to remotely piloted aircraft systems. There was also an issue with the serviceability of one of the NH90s meaning troops were brought back in several trips in one helicopter.

Working Military Dogs were also included in the exercise and FLT LT Blay said they were a common addition to the back of the NH90, from conducting search and rescue responses with search dogs or operating with Military Working dogs.

"They are always muzzled and controlled by the handler. At times the dogs can find it difficult given their hearing is exceptionally good meaning that it is very loud for them. This can result in a certain amount of unease from the animals and therefore the more often we can work with them and provide them the opportunity to get familiar with operating in and around helicopters is only a good thing."





New role in exciting new times

WORDS | REBECCA QUILLIAM
PHOTOS | CPL SEAN SPIVEY

Wing Commander Michele Mitchell is the new Base Commander at Base Woodbourne and takes on the role at a time when the Air Force is implementing initiatives that include plans to bolster the base.

“Plan Astra is going to really enable lots to change at Woodbourne and it’s fantastic to be part of leading that change.”

Wing Commander (WGCDR) Mitchell paid tribute to the base’s executive leadership team who have set foundations for the changes set to take place, which includes an increase of opportunities for personnel to take up tours of duty in roles there.

“It’s a really great time to step into the role. The value that Woodbourne brings as we enable the whole system to regenerate. It’s the right time to be getting down there and leading all those new initiatives,” WGCDR Mitchell said.

“And then being among all these really great young people who are coming through so excited about their future, their drive and what they want to be a part of. They are full of ideas and energy and the positive motivation you get by being part of that I think – what a great place to work.”

An engineer by trade, WGCDR Mitchell said she is in her element in the problem-solving space and working with people.

“If you look at it from a Plan Astra perspective there are a heap of initiatives. A lot of work will be about project managing initiatives and driving them through to delivery.”

Returning to Woodbourne marks a full circle for WGCDR Mitchell, who began her Air Force career there in 1996. She said while many of the core elements are the same, training has undergone a number of changes since then and there is more to come.

“There are new technologies, new aircraft training aids and even new trade training like Intelligence and Security Forces since I was there last.

“It’s going to be very interesting as we review the training material, seeing what we need for our people to be ready and resilient in the future and how we deliver it. You’re always constrained by finances, but at the same time there are so many opportunities to change and keep adjusting how we do things,” she said.

At the onset of WGCDR Mitchell’s career Skyhawks were still part of the Air Force fleet and she was able to do maintenance work on them in her post at Woodbourne after completing her aircraft mechanics course.

She recalled that recruit courses numbered about 120 – about three times as many as today.

“Officers started their training with us and we all went through as a large group. There were four recruit courses a year. On my initial technical training course we had 50-plus people alone. There were a lot of great opportunities as a young person to get involved in so many things. And I don’t think that’s changed.”

After completing her New Zealand Certificate of Engineering WGCDR Mitchell enjoyed postings to Auckland working first with No. 40 Squadron and then No. 5 Squadron, which offered her travel opportunities.

After commissioning as an engineering officer, WGCDR Mitchell’s role changed from hands-on practical work to managing aircraft maintenance and delivering technical maintenance support.

“But I miss that hands-on role. It’s always in you to do something practical.”

In 2015 she left the Air Force for civilian jobs, eventually joining the Civil Aviation Authority. But she returned to military life in 2020 to help set up the Defence Aviation Authority.

“It was a great project to get involved in and influence and shape our transition to the new Defence Aviation Rules.”

This year she was offered the Base Commander role after working with the team introducing the C-130J Hercules and then acting as the Technical Airworthiness Authority.

During her years in service, WGCDR Mitchell’s stand-out highlight was a six-month deployment to Afghanistan in 2007–08.

“I went over as a projects officer. We were involved in setting up contracts to build schools, hospitals, wells, flood protection walls and bridges. I worked with the Army engineering team and we went on patrols everywhere, and met some amazing people in such a harsh place.

“They were so lovely and enthusiastic, it was really humbling being over there. It wasn’t something I asked for, but it was something I will remember forever.

“I think there will be more opportunities like that on the horizon and more chances to train with our partner nations. I’m certainly looking forward to more deployment opportunities after this role.”

L-R Outgoing Base Commander Group Captain Paul Drysdale, Wing Commander Michele Mitchell at the change of command parade



“The reasons we join the Air Force hasn’t changed much over time - we all want to travel overseas, we want to get good training, be part of serving our country and have a real purpose.”

BELOW
Māori Cultural Group

MIDDLE
CPL Rylee-Jean Fafeita with her
father and brother in Gallipoli

RIGHT
Māori Cultural Group at
the site of the Māori Pah



Trip of a lifetime

B | EDITOR
Y | REBECCA QUILLIAM

Two Air Force personnel tell us about their trip of a lifetime as part of the New Zealand Defence Force Anzac contingent.

Aircraftman (AC) Merenia Ratana-Peina and Corporal (CPL) Rylee-Jean Fafeita travelled to Türkiye as part of the Māori Cultural Group and the Catafalque Guard respectively.

AC Ratana-Peina's role was as a kaihaka (performer), helping to support kaikaranga (women callers from the visiting group).

When she discovered she had been chosen for the trip, AC Ratana-Peina said she was overwhelmed.

"I had a lot of different emotions. I felt so privileged to have the opportunity to go over there, especially at such a young age. Also, not being in the Air Force for that long, this was a massive opportunity for me."

AC Ratana-Peina has been an Air Force aviator for about two and a half years as a Safety and Surface technician, based at Ohakea.

The contingent suffered a setback early on in the deployment, with luggage of some of the contingent stuck in Dubai. However by April 25, the group was in a position to fully carry out their ceremonial roles in Gallipoli Anzac Day commemorations at both the Dawn Service and Chunuk Bair.

They were short of band equipment and ceremonial uniforms, including lemon squeezer hats, but contingent members who didn't have ceremonial roles generously gave their uniform items to those that did.

AC Ratana-Peina said in the end the luggage shortage wasn't a huge problem and most of them were just keen to reach their accommodation when they landed in Türkiye.

"We got in late to Istanbul and we were all really tired and ready to leave to get to our accommodation, which was a three-hour bus ride away. So we were all okay to deal with it later – there was nothing we could do about it."



In the days leading up to Anzac Day, the contingent were taken on a bush walk to Anzac Cove where the service was being held and learned about the history of the Gallipoli campaign from the group's historian Dr Andy MacDonald.

Throughout the dawn service AC Ratana-Peina said she became emotional.

"You could just feel the presence of the soldiers who fought for our country, so it was definitely a lot of sadness but also trying to commemorate what they did for us. Emotions were definitely running pretty high. That day was my highlight of the whole trip.

"My family were so proud of me for being chosen for the contingent. My mum cried when she found out I was going – I also cried when I found out," AC Ratana-Peina said.

CPL Fafeita echoed much of AC Ratana-Peina and said she was honoured to be selected for this deployment.

While she is the first in her whānau to serve in the military, the trip to the historic area ended up becoming a family affair.

"My whānau were proud and excited. Going to Gallipoli was on my dad's bucket list so it was the perfect opportunity for him to travel over and experience Anzac day in Turkiye.

The highlight for me was sharing Anzac Day with my whānau. It was one thing to be a part of the Defence Force contingent but having my dad, brother and his partner with me was pretty special. A trip of a lifetime that we will never forget and I'm so thankful," she said.

Leading up to April 25 CPL Fafeita said the group was busy preparing for the two services that New Zealand contributed to.

"Anzac Day itself was a very surreal feeling. I find it hard to articulate the emotions I felt but nervous, proud and grateful sums it up."

"We visited all the significant places throughout Anzac Peninsula. It was raining and we didn't have any jackets because they were still in Dubai, and the path was muddy, so we were all getting in a mess but the morale was so high and we couldn't be happier," she said.

– AC Ratana-Peina



Training to be combat effective

WORDS | JO PRIESTLEY
PHOTOS | CPL MADDY BUTCHER

It's not just about flying or servicing planes for this group of recent Air Force graduates; the maintenance of other equipment, such as small arms, is just as critical to the projection of air power.

Being able to deploy with and operate individual service weapons, including rifles and pistols is a crucial core skill for all members of the Air Force and the deeper level maintenance of those weapons is a key enabler.

Chief of Staff Training and Support in Air Staff, Wing Commander (WGCDR) Tom Fletcher, says the ability to accurately engage the enemy, using a variety of small arms training is a fundamental skill of combat.

"Combat effectiveness is founded on a military ethos, high levels of combat shooting and marksmanship proficiency developed in individuals prior to deployment on operations.

"This skill set must be practised frequently, with time allocated to develop instinctive skill competence, confidence and therefore professional mastery. Increasing complexity in military operations and the requirement for all aviators to be able to provide accurate and proportionate small arms fire is an essential element to combat power," WGCDR Fletcher said.

Trainee armament technician Aircraftman Alex Tucker said the training was different to the recruit course and a lot more in depth.

"Learning about the cycle of operations and understanding how every single part of the weapon moves and interacts with each other to cycle the weapon was really interesting," he said.

"Being able understand how the weapons function, how to maintain, repair and operate them is a core function of my trade. It is really useful and something which I can use to help other aviators who come to us with an issue to fix."

The small arms training was provided by New Zealand Defence Force Armourers instructors at Waiouru Military Training Area.



Working dogs seminar a howling success

WORDS | DEWI PREECE
PHOTOS | CPL RACHEL PUGH

A seminar on training working dogs wrapped up at Trentham recently after hosting about 170 dog handlers from Government and non-Government organisations.

The New Zealand Defence Force and New Zealand Police hosted the nine-day seminar.

For the Defence Force, Military Working Dogs (MWD) are one of its frontline capabilities and covers tasks across explosive detection, tracking, security patrols and much more.

Training dogs for those tasks takes a huge amount of effort on the part of the dog and its handler.

Dutch dog trainer Dick Staal's been training working dogs since 1977 and was invited to run the working dog seminars.

The Defence Force's Working Military Dog Capability Manager, Alan Inkpen, organised the event and said it was a rare opportunity to bring some of New Zealand's working dog handlers together for a collective benefit.

"Mr Staal is one of the few trainers around the world able to offer a complete training portfolio across all of our capabilities. For example, the first detection dog seminar was targeted towards our explosive detection dogs, but also other government agencies that use dogs for their own detection purposes."

The second seminar focussed on puppy development, which saw dogs put through their paces on a range of tasks, including how to imprint particular smells geared to that dog's future role – whether that be to detect illegal narcotics, money or smuggled bananas on the border.

The final seminar tested the dogs' tracking abilities across multiple scenarios, including following a human scent through various grass and hard surface tracks.

National Coordinator for Police Dogs, Inspector Todd Southall, said the seminars were an invaluable opportunity to network with other agencies.

"There's pretty much every New Zealand working dog agency represented here as well as representation from Australian Police and the Australian Defence Force (ADF)," he said.

Having members of the ADF attend was particularly important for the Defence Force as it created a prime opportunity to work alongside personnel from New Zealand's ally.

"The chances of us deploying on a mission where there's going to be a coalition between the ADF and ourselves is very high," said Mr Inkpen.

"That's where seminars like these just help break down those barriers before any future deployments – because that interoperability is really important."

Mr Staal was impressed with what he saw.

"I see very good working dogs here, so it's not that they (handlers) are not doing things well, but they can maybe pick up some extra things here or there to make their dogs even better," he said.

Mr Inkpen said it was nice to have their hard work acknowledged by a leading expert in the field.

"It's always good thinking that we know we're doing well, but it's nice when somebody of his knowledge and stature gives us those extra ticks in the box. I think we sometimes have to fly the flag and say we are good at what we do."

Breaking records

B | EDITOR
Y | REBECCA QUILLIAM

Ohakea civilian firefighter Aidan Grant has smashed the New Zealand Firefighters Challenge record – a record that he had also set.



He ran the course, designed to challenge all aspects of firefighting, in 1.25 minutes – six seconds faster than the existing record.

“You’re all kitted up in your firefighting equipment and wearing breathing apparatus. The individuals also wear masks and are breathing air through a cylinder.”

The extra gear adds at least an extra 20kg for the competitors.

Each firefighter had to scale a three-storey tower with six flights of 10 stairs while carrying a 19kg hose, Mr Grant explained.

“You throw that down when you get to the top and then haul up another 19kg hose. Then you run down all the stairs, needing to touch each step on the way. Then you run to a simulated forced entry machine and hit that with a mallet. After that you need to run through some cones, grab a charged hose, extend it through some doors and hit a target. Once the target is knocked down you run to the dummy and drag it 100 feet, and then you’re finished.”

It took Mr Grant a full 31 seconds longer to talk through what was involved in the course than it took for him to run it.

“It does seem like a lot of stuff to fit into a short amount of time,” he laughed.

And it wasn’t just Mr Grant shattering national records at the competition. The Air Force team that he was a part of, broke the New Zealand record in the relay, running it in 1.16 minutes.

Alongside Mr Grant, the team was made up of Corporal Phoenix Afoa-Purcell, Aircraftman John Booth and Leading Aircraftman Jackson Donaldson.

“It’s the same course and the teams are made up of four or five people. We had four people. It was an awesome weekend.”

The next challenge in Mr Grant’s sights is the World’s Firefighter Challenge taking place in Nashville, Tennessee at the end of October.

“There will be quite a few New Zealanders going over for that, so it will be good to be one of them.”

Mr Grant became involved in the competitions in 2018 while he was enlisted in the New Zealand Army.

“I was in the Linton brigade and some of the guys convinced me to have a go and I’ve just been hooked on it ever since. I’ve been to the World’s a couple of times, I went in 2018 and then last year as well. The first was held in Sacramento, California and last year’s was Stuart, Florida.”

The military was really supportive of his training and competition efforts, he said.

“They usually try to get everyone involved. It’s an awesome event and you often get to make connections with other firefighters around the country and the world, and that’s really important.”



Explosive training

B | LEADING AIRCRAFTMAN
Y | RYVAN SINGH

Armament technicians from across all bases recently gathered at Kaipara Air Weapons Range to conduct a week long Conventional Munitions Disposal (CMD) Camp. It was one of many directed capabilities of the Armament Trade with the training culminating in a spectacular destruction of ammunition and explosives.



The week also served as a recertification course for CMD operators, while giving the CMD assistants and others, real-time opportunities to put their skills to the test in a live environment. The conduct of CMD activities includes unexploded ordnance disposal and logistical (bulk) disposal of, obsolete or unserviceable ammunition and explosives.

The training began with small targets such as Smoke Grenades being disposed of to re-certify any CMD operators and to give everyone plenty of practise and opportunities to get their processes and safety procedures in order.

As the week progressed, the complexity of the targets and charges increased to give the operators a chance to further enhance their skills and get creative with how to safely attack more complex disposals.

The last day of camp was what everyone was most looking forward to, it was the day of the bulk disposals. It did however also mean that we would have to dig three large pits and fill over 400 sandbags, then place significant volumes of ammunition and explosives into each pit, all while getting sand blown onto us from every direction.

With some persistence and hard mahi, we got it all done. It was now time to initiate the pits, this was the culmination of months of planning, a week worth of refreshers and a day of digging and sandbagging.

The three operators stood ready, their transmitters in hand and then one by one, each pit erupts in spectacular fashion with shockwaves clearly visible. Once checked as safe we were all cleared in to the crater sites, we got to witness first-hand the unforgiving power of explosives shown by the three giant craters left behind.

The camp served as a proof of the skills and knowledge developed during initial and ongoing trade training had been maintained, and gave confidence that all operators were safe and effective in a live environment.

It was also a testament to the adaptability and ability of the different trades within the Defence Force – armourers, firefighters, medics, Security Force, E-Squadron, Base Operations, Maintenance Support Squadron, and the Defence Explosives Ordnance School – being able to work together seamlessly to achieve all objectives of the camp.

Maintainers: **Last line of defence**



An aircraft technician's role in the Air Force can be boiled down to one simple sentence: "Service aircraft and aviation components in a safe and timely manner, to keep aircraft flying to support New Zealand's security interests". The maintenance team is the last line of defence to ensure that an aircraft goes flying in a safe state.

So what does this look like on a daily basis? This job doesn't tend to change no matter which location you are in. Whether you are working in a hangar at Base Ohakea, or deployed with an aircraft overseas, our work day looks pretty similar.

IN THE HANGAR

The maintenance team is usually split into three shifts at any one time: day shift, night shift and a small standby team for search and rescue, ready to go away with an aircraft at short notice.

The day and night shifts begin with a meeting, outlining what tasks are required for the day, from any flying that is occurring to maintenance tasks. These tasks will be divided out amongst the supervisors and they will assign tasks to their teams of technicians and mechanics. Planning is always set months in advance for any shift patterns, overseas exercises or deployments, so people can plan any annual leave, courses, study or sporting events around work requirements.

ON DEPLOYMENT

Whenever an aircraft goes overseas, maintenance needs to travel with it. Teams are usually split when we are away overseas for longer than a week: one team dispatching an aircraft before flight and the other team waving the plane in after the flight and fixing any defects that occurred during flight or any scheduled servicing tasks due.

THE DISPATCH TEAM

If there is a flight scheduled, aircraft and avionics trade personnel arrive at the airfield three hours before the flight. We prepare the aircraft for flight, which entails checking oil and fuel levels are sufficient for the flight time, removing any covers fitted to the aircraft and any final safety checks, before handing control of the aircraft to the aircraft captain. When ready to start, the maintenance crew ensures the aircraft starts with no issues and marshals the aircraft onto the taxiway.



THE RECEIPT TEAM

Aircraft and avionics trade personnel arrive at the airfield an hour before the flight is due to land. When the aircraft arrives, they marshal it onto its parking spot and watch the aircraft shut down, ready to respond to any emergencies such as a fire. Once the aircrew has handed the aircraft over to the maintenance team, the ground team gets to work; checking over the aircraft to ensure no faults have occurred, topping up fuel and oil, and carrying out any scheduled servicing required before the next flight.

Once the aircraft is prepared for the next scheduled flight and there is nothing more required, time is usually our own. Down time overseas is usually spent with our workmates, visiting tourist attractions, or going to a driving range. These are where the memories are made, seeing parts of the world with a close-knit team of friends and colleagues, places that people pay to visit but you are able to see while working.

No. 5 Squadron undertakes regular fishing patrols in the Pacific region, so is frequently spending nights in locations such as Fiji, Tonga, New Caledonia and Tahiti. Larger exercises and deployments that we take part in are usually further afield.

Exercise Rimpac in Hawaii is a staple on the No. 5 Squadron calendar, participating in the world's largest naval exercise with multiple other nations, meeting people from all walks of life from different militaries around the world.

This exercise sees not only Navy, but also Air Force, Army and Marines from many countries training together, to practise operating in conjunction with one another to achieve a common goal. This is how most deployments are run, with partner nations working together with different military assets to achieve a specific outcome.

“Sharing stories and getting shown around other countries’ high tech aircraft are common when you share an airfield with a plethora of other nation’s aviators.”

D-Day Stories – Eighty years on, 1944-2024

B | AIR FORCE MUSEUM OF NEW ZEALAND
Y | SIMON MOODY



By June 1944, the war was in its fourth year and much of Europe was under the control of Nazi Germany.

The arrival of allied troops in western Europe would ease pressure on the hard-pressed Soviet Union and allow for the liberation of France, Belgium and the Netherlands. It would also allow the allies to take the war to Germany itself on a second front.

Early on June 6, 1944 the largest amphibious landing in history began.

Thousands of men, tanks, landing craft, ships, aircraft and gliders took part.

There was a great human cost, especially on Omaha beach, but by that evening troops were pushing inland from all beaches and a foothold established.

D-Day was a turning point in history, a momentous day, and personnel from the Air Force were involved at all levels.

These are three of their stories:



AIR MARSHAL SIR ARTHUR 'MARY' CONINGHAM

A key figure in the history of the Royal Air Force (RAF) in World War II, Sir Arthur Coningham was the overall commanding officer of 2nd Tactical Air Force, responsible for planning and supporting the D-Day operation by air.

Coningham served with the Canterbury Mounted Rifles in Samoa, at Gallipoli and in Egypt. In 1916, he transferred to the Royal Flying Corps and became a fighter pilot, ending the war in charge of a squadron. His curious nickname 'Mary' comes from several theories, but it is usually suggested to pertain to 'Māori' because of his New Zealand background.

By 1939 Coningham was in Command of No. 4 Group of Bomber Command, based in Yorkshire.

His big break came in 1941, when he took command of the RAF's Western Desert Air Force in Libya and Egypt. His success in developing effective tactics and co-operating with the 8th Army saw him knighted in 1942.

He took command of the 2nd Tactical Air Force in January 1944 until the final defeat of Germany in May 1945, commanding nearly 2000 aircraft and 100,000 men. Coningham used much of the experience from the Desert War to apply his forces in a similar way, providing close support for ground troops and harassing the enemy's lines of supply.

Sir Arthur left the RAF after the war and was lost in an air accident in 1948.



FLIGHT LIEUTENANT EDWARD 'NED' HITCHCOCK

Ned Hitchcock was one of over 10,000 New Zealanders on active duty with the RAF and Royal Navy during the D-Day landings at Normandy, France, on June 6, 1944. As an electrical engineer officer in the RAF, he never expected to be part of D-Day:

"I remember thinking just ahead of them they've got this fantastic operation in which they will be launched on the French coast against enemy forces. And I dismissed that from my mind, it wasn't in my territory at all."

Hitchcock was one of 28 New Zealanders recruited by the Air Force to work on coastal radar in Britain. He arrived in Liverpool in 1941 and was given a commission and an engineering role specialising in radar.

He was seconded to a radar unit allotted to the Americans, scheduled to land on Omaha Beach. His landing craft stood offshore on D-Day, the men watching the fires burn on shore while the navy fired shots overhead. This followed a failed first attempt to land, stalled by the fact the beach had not yet been captured. It was during this first approach that Hitchcock first witnessed what he later called 'this realism of war':

"There was an explosion and a man's figure went up in the air. You know, you read the term 'blown up' - this is right in front of our eyes."

Twelve men from Hitchcock's party were killed and 40 more wounded during their landing. They sheltered with the few surviving American troops on the beach until it was finally cleared late in the day.



FLIGHT SERGEANT EDWARD HARRY FREDERICK ATKINSON

Edward Atkinson was probably New Zealand's first casualty on D-Day.

After initial training in New Zealand, he went to Canada to train as a wireless operator and air gunner. He arrived in Britain in 1943 and after a brief spell with No. 513 Squadron he transferred to No. 620 Squadron flying Short Stirlings. The squadron was part of No. 38 Group, which would play a major role in dropping allied paratroopers and towing gliders on D-Day.

In the darkness of the morning of June 6, 1944, Atkinson and his crew were flying 17 paratroopers on a mission to drop the soldiers inland of the invasion beaches, near Caen.

As they crossed the coast in the night gloom, the aircraft was hit by German flak and crashed near Dives-sur-Mer, killing most of the crew, including Atkinson.

A youthful Ohakea

PHOTOS | CPL RACHEL PUGH

It's not at all uncommon for our bases to support the work of a wide range of external groups, year-round, and Air Force also has a solid track record of supporting youth development.

But Base Ohakea excelled itself in the first week of the recent school holidays by hosting groups from no fewer than five different organisations, comprising mostly young people. In doing so, the base was helping them to achieve the goals of the courses or training they were undertaking.

Base Commander Group Captain Pete Gibson said that it's a win-win.

"We do our best to support local communities and organisations whenever we can, within the constraints of being an operational Air Force Base. That is part of ensuring the RNZAF is building relationships across as many people and organisations as possible, and which is always a priority for us. Of course all of our aviators and Defence civilians at Ohakea are members of their local communities, especially those living off-base.

"In working with others we have great opportunities to showcase what we do as an Air Force, especially to young people: our role in New Zealand's defence and security, and a lot of how we go about it, which builds local relationships and helps with recruiting. It's really rewarding to be part of all that, and for people to increase their understanding of what goes on behind the wire," he said.



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1 SCOUTS AOTEAROA

The National Scout Aviation School was on base for seven days, with the goal of opening the Scouts' eyes to all things aviation.

2 BRAVE THINKERS

Brave Thinkers is a group focussed on learning about different types of business models.

3 TE ORA HOU

Te Ora Hou is a network of faith-based Māori youth and community development organisations. This group spent a day on base as part of an opportunities week.

4 NEW ZEALAND CADET FORCES

Two promotion courses, one to Junior Non-Commissioned Officers and one to Senior Non-Commissioned Officers took place during the week.

5 PŪHORO STEMM ACADEMY

Pūhoro aims to increase participation by young Māori in STEMM – science, technology, engineering, maths and mātāuranga Māori.

LEFT
AC Wikura Kuka-O'Brien

MIDDLE
LAC Bailey Jeffrey
Photo: K Mitchell

RIGHT
NZDF touch rugby team

RNZAF Sports Awards

B | RNZAF
Y | SPORTS EXECUTIVE

Sportspeople from across the Air Force recently gathered in Wellington for the annual Sports Awards event to celebrate sporting achievement during the 2023 calendar year.



The Sports Executive recognised achievement by players and officials/administrators in all codes with certificates presented to personnel for their commitment to sport in 2023. The USAF Cup, which is awarded annually to the Air Force base that gains the highest aggregate of points in Inter-Base competition, was then presented by Assistant Chief of Air Force Training and Support Group Captain (GPCAPT) Peter Franken to Flight Sergeant (F/S) Paul Lennox on behalf of Base Auckland.

Six Air Force Gold Badges, the highest sporting honour within the Air Force and recognises consistent, outstanding achievement and service to Air Force Sport, were also presented.

The major awards started with the Kerry Hodges Memorial Trophy for the Air Force Sports Team of the Year. F/S Nathan Hodges was on hand to award the trophy which went to the RNZAF women's football team for its outstanding performance during the 2023 Inter-Service tournament. The team defeated Army 4-1 and Navy 3-0 to take the tournament win after a hiatus of 14 years.

The result was achieved through teamwork, resilience and excellence on the sporting field led by captain Sergeant (SGT) Kirsten Maas from Base Woodbourne.

The next four awards were presented by Chief of Air Force Air Vice-Marshal Darryn Webb starting with the Flag Trophy, which is awarded to the Air Force Administrator of the Year, recognising excellence by non-playing officials.

There were six nominees this year, with the award going to Matthew Cole from Base Ohakea, for his outstanding commitment to the codes of football and rugby league. Matty was a key part of the organising committee for the inaugural tri-nations rugby league tournament, was head coach for the men's rugby league squad, and also coached the winning RNZAF women's football team.

The Nikki Carr Memorial Trophy is awarded annually to the Under-23 Sportsperson of the Year. There were six nominees for the award, with the trophy being presented to Aircraftman (AC) Wikura Kuka-O'Brien from Base Auckland, for her achievements in basketball and touch rugby.



AC Kuka-O'Brien captained the Base Auckland and Air Force teams to victory at Inter-Base and Inter-Service tournaments respectively, picking up MVP for both, and was named as captain of the Defence Force basketball team. She also captained the Base Auckland and Air Force touch rugby teams to victory at Inter-Base and Inter-Services. A great 2023 for this young, inspiring sports leader.

The next award provided an opportunity to recognise high level sporting achievement in any sport, and 2023 saw three amazing nominees put forward for consideration - SGT Jordan Lloyd, member of the Northern Stars mixed netball franchise, Corporal Patrick Haybittle, New Zealand representative in windfoiling, and Leading Aircraftman (LAC) Bailey Jeffrey, New Zealand representative in taekwondo.

The winner of the RNZAF 141 Flight Trophy for the Most Outstanding Achievement in Sport for 2023 was LAC Jeffery for placing 3rd in special technique at the World Championships in Finland.



The final presentation was the coveted Les Smith Memorial Trophy, awarded annually to the Air Force Sportsperson of the Year, recognising sporting excellence and overall contribution to Air Force Sport. Six worthy nominees were recognised in football (AC Leela Brown), rugby (AC Cameron Hansford), golf (SQNLDR James Moore), netball (SGT Lloyd), basketball (AC Kuka-O'Brien) and rugby league (LAC Desmond Tyrell).

The winner for 2023 was AC Wikura Kuka-O'Brien, for her achievements in basketball and touch rugby as outlined above.

Overall the Sports Awards event went well; providing Air Force senior leaders with an opportunity to recognise the success of some very talented aviators, while at the same time allowing everyone who attended to "fill their cup" through networking with fellow sportspeople from across the organisation.

Service sport continues to deliver opportunities for our personnel, and is a real point of difference for us to celebrate within the military, when compared with civilian employment. Thanks again to AVM Webb and GPCAPT Franken for committing time in their very full calendars to join us for the occasion.

2023 GOLD BADGE RECIPIENTS

Sergeant Brendon Davies
Basketball and squash

Flight Sergeant Rebecca Trethowen
Basketball

Warrant Officer Dean Johnston
Bowls and rugby

Squadron Leader Cory Mills
Football and softball

Squadron Leader Carlton Oliver
Football

Wing Commander Joe Tasker
Rugby

CONDUCT AFTER CAPTURE



Last year I made the decision to apply for the Conduct after Capture Instructor Selection and it was one of the most rewarding experiences of my career to date. With the disruption to the norm that the Covid pandemic provided, I found myself looking for the next challenge to keep engaged.

As overseas opportunities were restricted I looked at what was being offered domestically. I enquired with some existing instructors what the job was like and received vague answers, so I was no more enlightened to what the role was like other than they all seemed to be extremely passionate about their craft. This led to me deciding to pull the trigger and say "what's the worst that could happen"?

Fast forward a few weeks and a psych interview later and I found myself in Waikouru with a number of other candidates and the worst case of nerves I'd had since attestation day. It wasn't long before the course manager approached our gaggle and with a few words, we were into it.

Without spoiling the selection process I can say that it was highly rewarding. I found myself wondering how on earth I ended up there but also in some way relishing the fact it was different in every way from anything I had ever done and I was being assessed as an individual regardless of experience, rank, service, or trade.

Those of us who successfully completed the selection had a wide range of backgrounds, none of which gave a distinct advantage. Completing the selection was a career highlight for me personally as it gave me a great opportunity to assess my resilience both mental and physical to a level exceeding anything I had done prior.

An unexpected opportunity was presented to us upon completion, which was to attend the Conduct after Capture Instructors Course in Kingston, Ontario, Canada. Another colleague and I found ourselves available and with command clearance to go. A mere month after completing the selection we were halfway across the world and into it.

This began a three month stint, first completing the course, which was another beast entirely and required a significant amount of focus and effort, but at the end of the day was entirely achievable. Secondly, instructing on a number of exercises to employ our newly learnt skills.

Now that I have settled back into work in New Zealand I look back at the new skills I have gained, mates I have made, and opportunities I have been given. I agree with my initial statement that the Conduct after Capture Instructor Selection was one of the most rewarding experiences of my career and I look forward to seeing where it takes me next.

If you like thinking on your feet, problem solving, working in a people-centric environment, and want to be surrounded by motivated professionals, give it a go, you (probably) won't regret it.

Notices

COMMUNICATION AND INFORMATION SYSTEMS REUNION

A reunion for past and current serving Communications staff is to be held in Palmerston North and Base Ohakea on September 25 and 26, 2024.

Those of you who served pre-2003 in the former RNZAF Telecommunications Branch trade mustering of Telephone Operator, Comm Asst, Teleg, COM OPR/TC/STC OPR, or post-2003 as CISMECH or CISTECH in the Communication and Information Systems (CIS) trade are invited to request event and registration information.

Send an email to Q85988@gmail.com with 'Please send me Information' in the subject line.

RNZAF TRADE NAME CHANGES

Two RNZAF trade names changed on April 1, 2024.

Firefighter (FIRE) became Aviation Rescue Firefighter (ARFF)

"Aviation Rescue Firefighter" more accurately reflects the primary role of the trade and aligns with other military and industry partners who deliver similar outputs at military and civilian airfields.

Supply Officer (SUP) became Logistics Officer (LOGO)

"Logistics Officer" more accurately reflects the wide range of trade outputs delivered by these Officers. It is a term that is more meaningful for direct entrant recruitment candidates, and aligns with the Logistics Specialist trade and with foreign military trades.

NO. 3 SQUADRON ASSOCIATION AGM & REUNION

RNZAF Base Ohakea, July 19–24, 2024

Friday

- Registration
- AGM
- Meet and greet

Saturday

- Tours of No. 3 Squadron and Biggin Hill
- Drinks and dinner

Sunday

- Overflow tours



In a bonus episode, outgoing Chief of Defence Force, Air Marshal Kevin Short, reflects on almost 50 years in service with the NZDF.

Listen to season two of Unclassified, wherever you get your podcasts.

Listen Now



nzdf.mil.nz/podcasts

B | THOMAS LAWRENCE
Y | AIRBUS

This magical photo of an NH90 helicopter was taken during last month's Aurora Australis. We thank our friends at Airbus for sending it to us and especially to Thomas for capturing the image.





CONDUCT AFTER CAPTURE INSTRUCTOR SELECTION



TE OPE KĀTUA O AOTEAROA
DEFENCE FORCE

Conduct After Capture is a niche NZDF wide capability that provides training to individuals who are prone to capture, prone to interrogation and prone to exploitation whilst deployed.

CAC are after highly motivated individuals from the NZDF to instruct in captivity survival/CAC training. Becoming an instructor is a challenging but rewarding experience that can provide various opportunities. Open to RF and TF personnel.

**03–09
AUGUST
2024**

CAC.RECRUITING@nzdf.mil.nz



HEI MANA MŌ AOTEAROA
A FORCE FOR NEW ZEALAND