

AIR FORCE NEWS

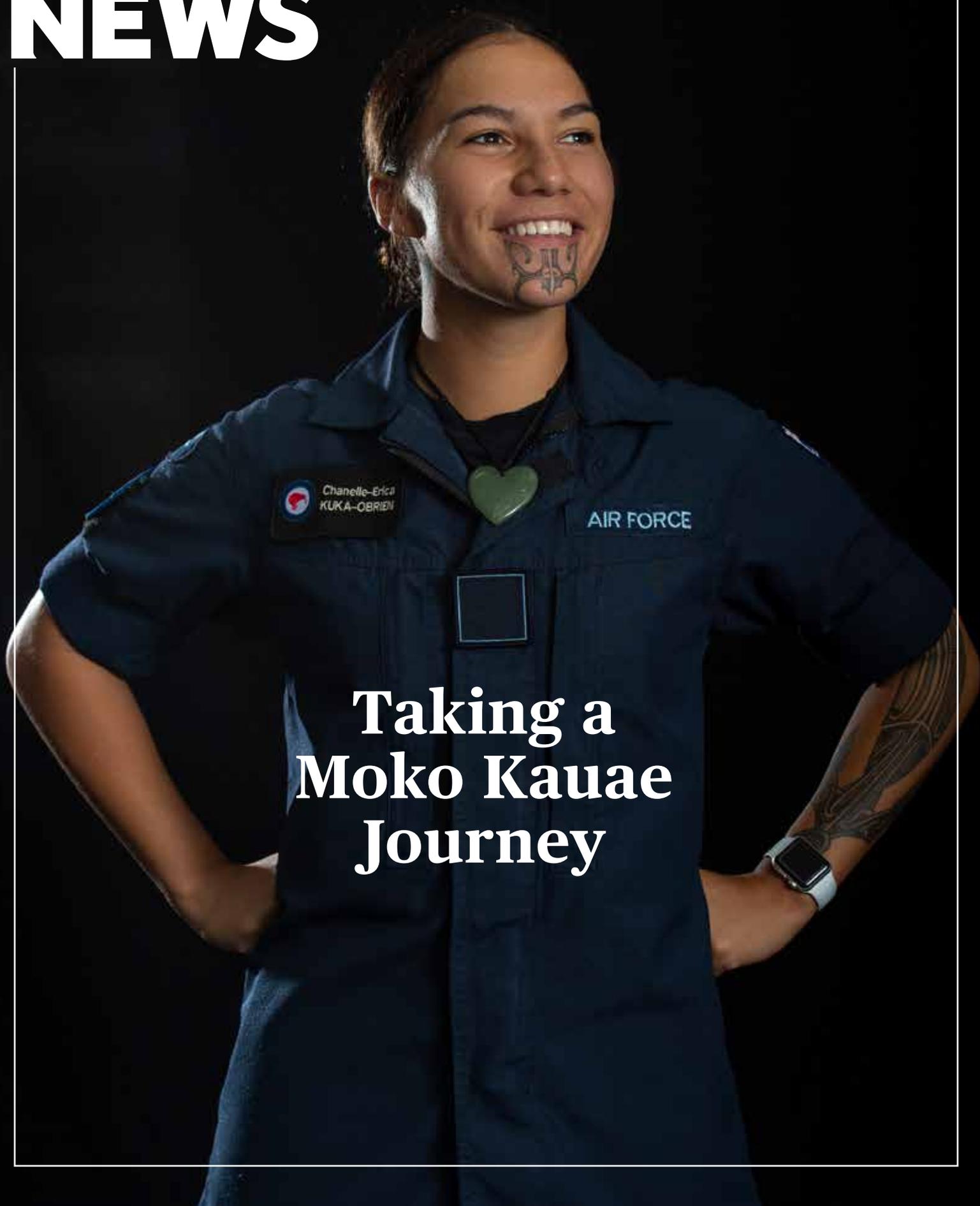
Exercising
Across the
Ditch

Our Impact
in the
Pacific

Remembering
the Christchurch
Quake

#233

MAR|21



Taking a Moko Kauae Journey

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OUR MISSION

The RNZAF will provide New Zealand with relevant, responsive and effective Air Power to meet its security interests.

OUR VISION

An agile and adaptive Air Force with the versatility essential for NZDF operations.

COVER:

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

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New Zealand Government

First Word



B | AIR COMMODORE
Y | DARRYN WEBB

“The skills and experiences you have developed from challenges encountered throughout your career will, I reckon, stand you in good stead to face the unknown.”

“Digby, you are needed to assist with the repatriation task, should be just a few weeks,” said the Chief of Air Force (CAF). Life sometimes presents unexpected events. In my experience those can often be the most fascinating, the most challenging and definitely the most rewarding. Ending up leading MIQ was all of those.

It's not often that the opportunity arises to help translate Government's highest current policy into operational outcomes. As I look back now I actually find it hard to recall with clarity many of the details in the first few months. The team at the outset was lean, the emerging challenges complex with critical consequences, and the days blurred from one into the other.

Everybody was fully committed to meeting the challenge – a good time to put a shout out to CAF's and other drivers who leant in early and organised a flexible system to get me 'out and about' as required around the capital. A life saver, literally.

You'll be familiar by now with what has been created: 32 MIQ facilities across five regions with an operational capacity of 4,500 rooms, a bus and airline charter service up and down the country, and a total workforce of about 4,000 operating within the Ministry of Business Innovation and Employment (MBIE).

I've had a chance to reflect on my experiences and I'll share a few thoughts.

Firstly, be yourself, that's what has been asked for.

If you don't know the answer, say so; and if you've made a mistake then own it and fix it – these are the things Kiwis expect when they see someone in a Defence uniform. Importantly, face your team often and make sure they know things are going to be okay.

Secondly, continuous improvement is a cornerstone of culture, and vital in such a dynamic environment. Things were set up quickly under an urgent response mode, but over the six month period an enormous amount of change took place. I fully envisage this to continue, both in response to what we learn about the virus, but also from that common military characteristic to do better and seek to hand over something to the next team in better shape than you found it. It's not at all a criticism of those who've gone before, rather it is but an essential challenge to stay ahead.

Thirdly, leadership is definitely all about dealing with things when they go wrong. Four absconders in five days, amongst the array of other activities, definitely added to the grey hairs! Remain calm, communicate clearly, explain and expect the worst, but stay positive.

Finally, this was a hugely stressful job and it's important to manage that. You may not realise it, but others probably will - some noticed that I'd lost a bit of weight, turned out it was 6kg in two weeks. Do what works for you, but don't bottle things up. For me this meant talking to my family, and I'm a big believer in exercise. Get outside whenever you can – it works for mind as well as body.

Despite the challenges, the opportunity to step into the role was an incredible privilege. You never know when the call might come. If it does, grab it and give it your very best effort. Your training, experiences and attitude provide you with the ingredients for success.



Hunting submarines across the ditch

B | EDITOR
Y | REBECCA QUILLIAM

A P-3K2 and crew are taking part in a multi-national anti-submarine warfare exercise in Australia.

The team from No. 5 Squadron and No. 230 Squadron will take the opportunity to work with the Royal Australian Air Force's (RAAF) P-8A Poseidons, Royal Australian Navy warships, helicopters and a submarine, as well as the newest ship in the Royal New Zealand Navy, HMNZS Aotearoa.

"We are really looking forward to seeing HMNZS Aotearoa in action. We haven't had a chance to work with her in any warfare context, so it will be really good to work alongside her during the exercise," air warfare officer Squadron Leader (SQNLDR) John Brereton said.

Travelling to the Adelaide exercise with the P-3K2 is a detachment of 36 made up of aircrew, and maintenance and support personnel.

"We'll be flying in conjunction with the RAAF's P-8As, in a range of anti-submarine warfare scenarios," SQNLDR Brereton said.

The team is also looking forward to the opportunity to be passengers on board the P-8A aircraft, which is soon to be part of the RNZAF fleet, and observe how the Australian aircrew conduct their operations and submarine warfare, he said.

"We've extended an offer to Australian personnel to come on board the P-3K2, and they are keen to take up the chance."

As well as the RAAF, the crew will be working closely with Royal Australian Navy warships and helicopters.

"During these missions we will tactically hand over an area of operations (AO) to an incoming P-8A or an anti-submarine helicopter, MH60R or have the AO handed to us by an outgoing aircraft. If necessary, we also simulate attacking the opposing submarine.

"So there will be a lot of tactical interaction with both aircraft and warships to ensure the best use of our aircraft's sensors and to prevent an opposing submarine from getting within torpedo-firing range of our friendly warships," SQNLDR Brereton said.

"Overall, the Fleet Certification Period exercise is going to be a great opportunity for us to practice anti-submarine warfare tactics and to engage both tactically and socially with the Australian Defence Force."

"Our primary role in an anti-submarine warfare mission is to find and then track an enemy submarine, which helps to ensure that our friendly warships are safe from the sub-surface threat."

- Squadron Leader John Brereton

PHOTO
Australian Defence Force





Air Force provides support to Fiji for Cyclone Ana

A C-130 Hercules has transported emergency relief supplies to Fiji following Tropical Cyclone Ana. Two flights left Base Auckland early last month.

“New Zealand’s thoughts are with the people of Fiji who have been affected by the cyclone and the associated flooding. We are providing support to the Government of Fiji as it assesses the damage and responds to emergency needs,” a Ministry of Foreign Affairs and Trade spokesperson said.

Tropical Cyclone Ana made landfall in Fiji at the end of January after several days of heavy rains and led to widespread flooding. Its impact came less than two months after large parts of Fiji were devastated by Tropical Cyclone Yasa and at a time when the country is also managing the impact of the Covid-19 pandemic.

New Zealand provided \$1 million of assistance, which included essential relief items to assist affected families, including hygiene kits, mother and infant kits, water containers, water pumps, purification tablets and tarpaulins.

The C-130 delivered the supplies to Nadi. The crew followed strict Covid-19 prevention protocols, with the supplies delivered without making physical contact with locals in Fiji.

New Zealand is also supporting local response activities, including provision of food for people sheltering in evacuation centres, materials to help families construct basic shelter, and the Fiji Red Cross’ relief efforts in partnership with the International Federation of the Red Cross.

New Zealand remains committed to supporting our Pacific neighbours when disaster strikes.

“New Zealand extends its sympathies to the people of Fiji affected by this cyclone, and in particular to the whānau of those who tragically lost their lives.”

- MFAT spokesperson



Orion aircrew find lost Kiribati fishermen

Aircrew on a P-3K2 Orion found fishermen who had been missing for five days while fishing to the north of Tarawa, Kiribati.

The Rescue Coordination Centre Fiji and the Rescue Coordination Centre NZ requested assistance from the New Zealand Defence Force after the men went missing, late last year, in a white and grey hulled 12 foot fibreglass boat.

They had last been seen in Betio Town, Tarawa on December 4, and had left to go fishing near the northern end of Tarawa.

Kiribati Police searched for the next two days but did not find the men or their boat.

The P-3K2 flew the following day to Nauru, so it could begin the search for the missing men the next morning.

The aircrew located the men about 11.20am that day. Their boat was drifting approximately 140 nautical miles west of Tarawa.

The aircrew dropped a survival pack including a radio to the fishermen, and a nearby fishing vessel was directed to the area to rescue them. The P-3K2 remained overhead until the fishermen were taken on board that vessel.

Then Air Component Commander, Air Commodore Tim Walshe said the aircrew had been able to quickly locate the boat in the search area.

RCCNZ Search and Rescue Officer Ramon Davis says the rescue was a great example of international cooperation.

The previous month, aircrew of a P-3K2 were also called in for a search and rescue, locating two boats in quick succession after they had been reported missing from Kiribati.

“It’s fantastic that we can work with our Pacific and Air Force colleagues on rescues like this. RCCNZ was proud to help coordinate this successful rescue and get these fishermen home safe and sound.”

- RCCNZ SAR Officer Ramon Davis



Air Force returns to Tonga with vital equipment

New Zealand Army Unimog truck parts for the Kingdom of Tonga's military and PPE, including medical gowns, have been delivered to the island nation.

A C-130 Hercules delivered the freight in a contactless logistics stop, with the goods offloaded at Fua'amotu International Airport for Tongan authorities to distribute.

The PPE, including 3,800 medical gowns, has been provided by the Ministry of Foreign Affairs and Trade and will be used by Tongan health workers and for those staffing managed isolation facilities in Tonga.

The then Air Component Commander, Air Commodore Tim Walshe, said the delivery late last year was the first time a Royal New Zealand Air Force aircraft had landed in Tonga since Covid-19 border restrictions were imposed in March last year.

"Aircrew on our aircraft have robust procedures in place for preventing any potential spread of Covid-19," he said.

"They have now carried out numerous contactless logistics stops, including when delivering aid to Pacific nations following Tropical Cyclone Harold earlier last year."

Defence Adviser to Tonga Lieutenant Colonel Nicholas Bowden said the Unimog parts would be used to keep five Unimog trucks in the heavy vehicle fleet of His Majesty's Armed Forces (HMAF) operational.

"The New Zealand Defence Force has a close partnership with HMAF. Providing the Unimog parts is a practical way we can demonstrate this and support important real-time capabilities," he said.

A NZ Army Unimog truck was stripped down to parts for the shipment, which also included other needed components.

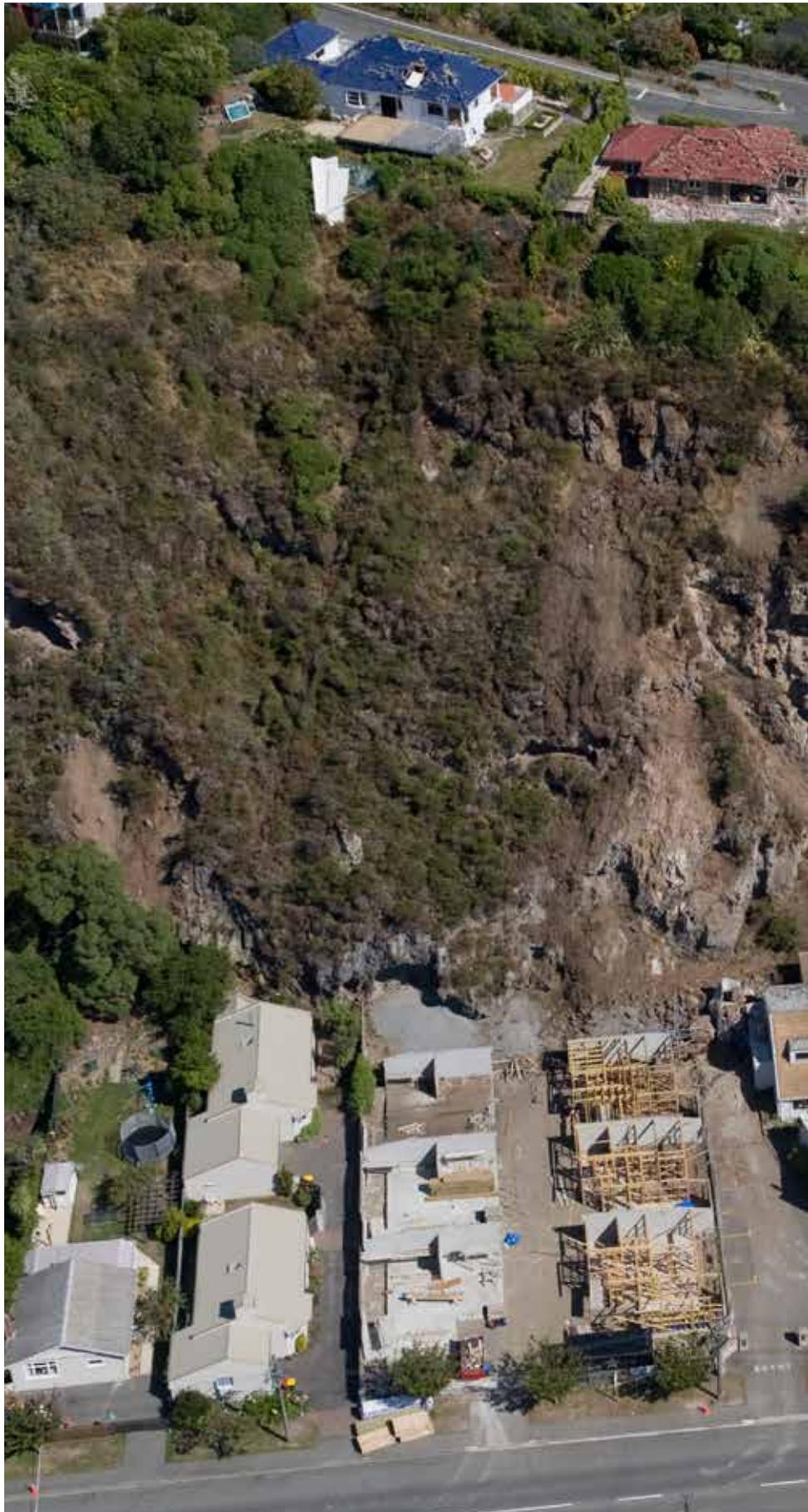
In September, the Royal New Zealand Navy ship HMNZS Manawanui carried out a contactless logistics stop in Tonga. A container of goods was lifted from the ship to shore using an offshore crane, with no personnel needing to go ashore.

Lieutenant Colonel Bowden said both visits had required diplomatic clearances from Tongan authorities and coordination with the New Zealand High Commission to meet Tonga's strict Covid-19 regulations.

Ten years on, we remember

B | SENIOR COMMUNICATIONS ADVISOR
Y | CHARLENE WILLIAMSON

Ten years ago New Zealand Defence Force personnel were in the South Island gearing up for its biennial exercise, Southern Katipo. Troops were ready, air assets were on the tarmac and HMNZS Canterbury was berthed at Lyttelton Port making final preparations before the exercise got underway.





“My enduring memory was seeing and hearing people doing everything they could do to help – whether it was those on the ground we saw assisting others, or those in helicopters arriving from all points throughout the South Island and asking what can they do to help. It was amazing to see.”

– Nathan McMaster

Then, at 12:51pm on Tuesday February 22, 2011 a magnitude 6.3 earthquake struck the city of Christchurch. The earthquake killed 185 people, injured thousands and caused severe damage in Christchurch and Lyttelton. The Defence Force responded by undertaking its largest ever humanitarian assistance mission.

Once the shaking stopped, the Air Force responded quickly, deploying a P-3K2 Orion to survey the damage of the city and assess what was needed in the response.

Nathan McMaster (then Flight Lieutenant) was the P-3K2 aircraft captain on Search and Rescue 228 that day.

“I vividly recall seeing the city and how it resembled a warzone. I don’t think any of us were prepared for what we saw. The CTV building was on fire, which we hadn’t been expecting,” he said.

Mr McMaster and his crew from No. 5 Squadron had been on standby for Search and Rescue duties that day.

After the earthquake, their role was to provide an assessment of the damage to critical infrastructure in and around Christchurch city, including bridges, rail lines, sewerage treatment plants, and major roads in and out of the city.

Multiple helicopters were working back and forth beneath the aircraft and with a cloud base at 1,100 feet the available space was tight, but it worked, he said.

“Throughout the time we were there more helicopters continued to arrive and ask what they could do to help.”

Images that stick in his mind include rail way lines bent and distorted like strands of spaghetti and houses missing entire roofs with piles of tiles on the ground next to them.

“It was incredibly sobering to see the destruction wrought on the city.”

Flight Sergeant (F/S) Tony Strugnell also remembers it well. He was one of two flight engineers on the reconnaissance flight over the city.

Stationed at an observer window, he was responsible for passing visual reports of damage to the tactical crew.

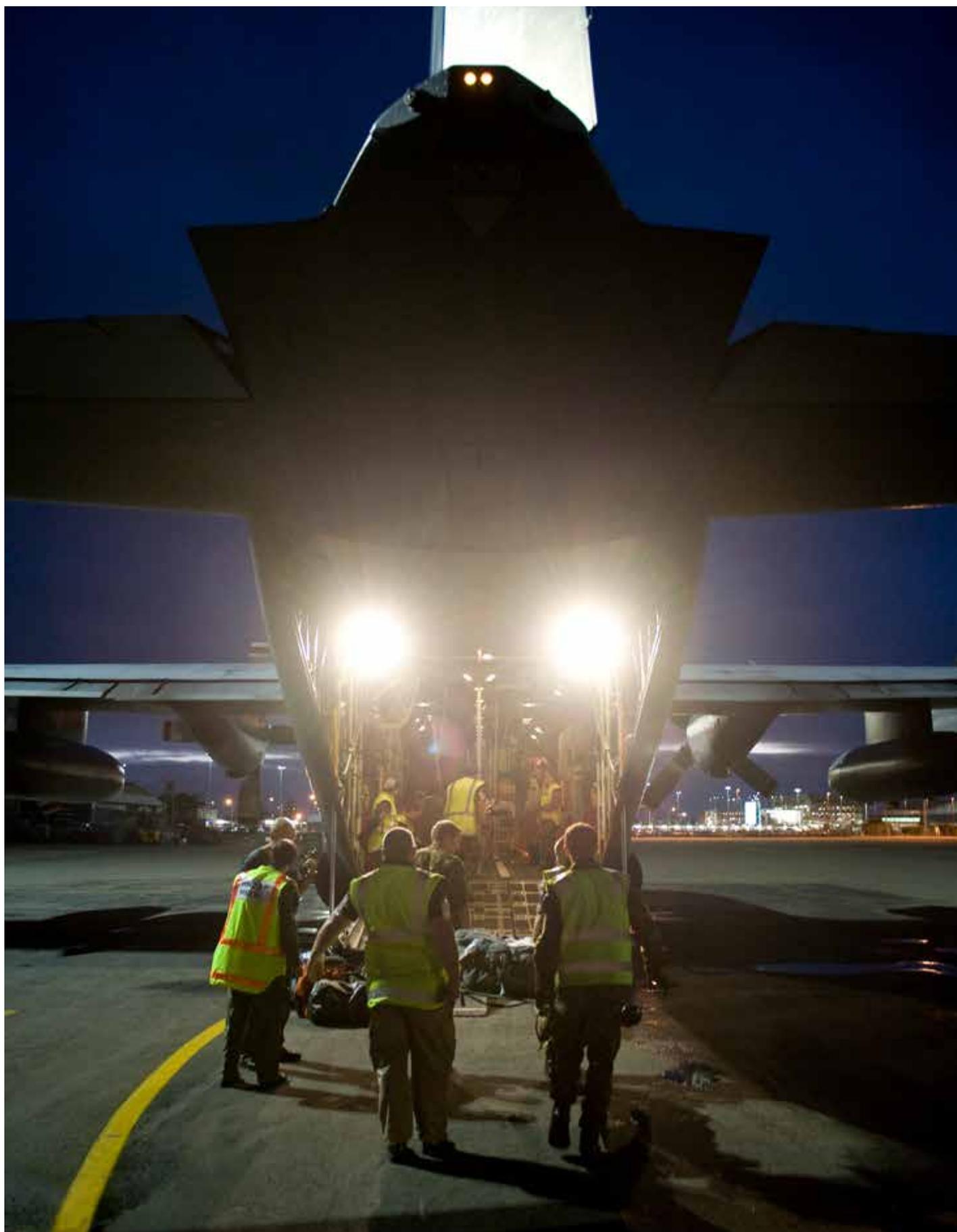
“I was surprised at the extent of the damage. We hadn’t seen any news footage or pictures so had no idea how bad the earthquake was until we were over the city.

“The first time I realised that there was probably significant loss of life was when we saw the remains of the CTV building and the rescue teams at work. From that point on we actually tried to remain clear of major disaster areas like that as we didn’t want to be a distraction for rescue operations,” he said.

F/S Strugnell said that from the air it felt quite surreal and detached.

He had responded to natural disasters multiple times before and had carried out disaster reconnaissance flights in the Pacific Islands, “so I was used to seeing a reasonable amount of devastation”.

“The difference here, was this time the scale was larger, and it was closer to home.





“From the air it almost seemed like the earthquake had been quite selective, a row of buildings would appear absolutely normal while another would be completely flattened,” he said.

The Air Force’s Boeing 757s, C-130 Hercules, King Air and Iroquois helicopters, as well as the P-3K2 Orions moved 4,278 passengers and huge consignments of equipment to and from the city during the relief effort.

Warrant Officer (W/O) John Beere was on the ground in Christchurch when the earthquake hit. An air loadmaster instructor at No. 40 Squadron at the time, they were conducting training and support flights for Exercise Southern Katipo 11.

LEFT
Extra New Zealand Police at Christchurch’s Air Movements terminal brought in to help in the aftermath

MIDDLE
People injured in the earthquake flown out of the city in a C-130 Hercules

RIGHT
A Boeing 757 flies responders into Christchurch

He was in the C-130 when the quake struck and said it felt like the aircraft had been hit or that a strong wind gust was passing by. But the aircraft kept shaking.

Following the quake the focus quickly shifted from training to a Humanitarian Aid and Disaster Relief (HADR)-type situation and the C-130 began evacuating people out of the city.

“Once the earthquake struck we were placed into crews and we started evacuation flights out of Christchurch to Wellington. The first flight was a large number of foreign dignitaries that had been at a conference in the city.

“Christchurch airport runway was closed to all civilian traffic, but the C-130 was permitted to operate.”

It was high tempo on the ground and very similar to previous overseas HADR support flights, except it was at home,” W/O Beere said.



“Flights were continuous, it was pretty much a 24-hour operation with crews flying into Christchurch with supplies and equipment, re-rolling the aircraft, and then flying the maximum amount of passengers out to Wellington.

“This type of work for us is what we train to do, but unfortunately you do not expect to have to do it in New Zealand,” he said.

Of the nearly 1,800 Defence Force personnel involved in the massive operation, 239 were Navy, 1,379 Army and 150 were Air Force regular and reserve personnel. Behind these people were many more working in support from camps and bases around the country. The support ranged from medical, logistical, and planning, to engineering tasks, cordon maintenance, and forensic dentistry.



MEMORIES FROM FEBRUARY 22, 2011

“As we are normally the first asset on the scene to assess damage, and being the first people overhead scanning everything, I was very surprised at the level of carnage. Bridges were out, roads were in some places no longer there, cars were stuck, and liquefaction was everywhere. When we flew towards the nearest plume of smoke it just so happened to be the Christchurch Cathedral half collapsed, and on fire. That was when it struck me that this was going to be a very sad flight, as we were not prepared for the level of damage in our own backyard. But our training kicks in and we deliver a product via our surveillance sensors on-board that potentially will save lives and help rescue services get to the areas that require it the most.”

– **Sergeant Les Tokana, air ordnance, No. 5 Squadron, SAR228, 2011**

“I would describe the scene at Air Movements as surreal – like a war zone in our own country. It was clear many had reached their breaking point, sitting quietly with whatever possessions they could carry, wearing a ‘thousand yard stare’. Sure we’d felt the quake, but it was obvious these people had experienced a great deal more on February 22, with the cumulative effects since the first quakes in September having taken a visible toll. A memorable experience was the airlift of the many elderly from rest homes. It took a while to load the aircraft, so once our pre-flight was conducted we’d wander about the cargo compartment striking up conversations. I had many wonderful conversations with subjects ranging from this being a great adventure through to those recalling their own time in the military, chatting about our various experiences.”

– **Squadron Leader Matt Tristram, air warfare officer, No. 40 Squadron, 2011**

“When the flag goes up, and the call goes out to step up, we’re trained to rally around each other and get the job done. There is satisfaction with being part of a relief operation, however it is always bittersweet, in particular when it is close to home.”

– **Squadron Leader Matt Ferris, C-130 Hercules pilot, 2011**

“The leadership and command experience of NZDF personnel makes us incredibly versatile and best suited to these sorts of responses where the play book is yet to be written.”

– **Flight Lieutenant Lachie Johnston, air liaison officer, No. 3 Squadron, 2011**



Mana wahine inspires Moko Kauae

Aircraftman Chanelle-Erica Kuka-O'Brien is the first uniformed airman in the Air Force to wear Moko Kauae and she hopes others will follow in her footsteps.

“It was a journey that mum and I both wanted to take. We were planning on doing it for my 21st and her 40th birthday. But after recruit course, when my parents came down for my graduation, I told her I felt I was ready now.”

The 19-year-old said her mother was “over the moon” with her daughter’s decision and dad was really supportive of them both.

“She knew I was ready and I knew I was ready so we decided to take the journey a couple of years earlier.”

While Aircraftman (AC) Kuka-O'Brien is the first airman in uniform to wear Moko Kauae, the path was first walked by Mrs Sally Bancroft who received her taonga while working as a civilian in the Air Force, following a career as a uniformed airman.

Before AC Kuka-O'Brien embarked on the journey for her own Moko Kauae, she needed to inform the Chief of Air Force (CAF), Air Vice-Marshal Andrew Clark.

With help from Base Ohakea’s Tūrangawaewae manager Wal Wallace in writing the minute, it ended up being a smooth process, she said.

The design is symbolic, it represents our whakapapa of Tauranga Moana and the mana wahine of the female lineage we have from Te Awa o Whanganui on mum’s side.

The artist who did the Moko Kauae was a family friend Iata Peautolu, who had a background in the art, she said.

“Mum and I both agreed we liked his wairua – how he presents himself, what he stands for - and we just felt comfortable around him.

Both AC Kuka-O'Brien and her mother took the journey in December last year in their home in Tauranga, surrounded by friends and family.

“The pain was next to nothing. Having our family around us the whole time made it a really special and spiritual day, and I’m constantly reminded each day when I wake up.”

AC Kuka-O'Brien still gets a surprise when she looks in the mirror each morning, but it is more of a constant reminder, “he hononga ki toku Mama, ko toku whanau, he hoa hou moku mo ake tonu – it is a tohu that connects me to my mum and family forever more”.

“My colleagues said it looked really natural and I really suited it. It definitely gives me a connection to my ancestors.

“What I mostly love about it is that mum and I are now going to be always connected to each other. We use the proverb Ko au ko koe, ko koe ko au - I am you and you are me.”

“I really hope I have helped make the decision to get a Moko Kauae easier for other people. It would be wonderful to see others who may want to take that journey.”

Reflections of Desert Storm

BY REBECCA QUILLIAM
& SCOTT SARGENTINA



A little over 30 years ago, in August 1990, the Iraqi Army invaded and occupied Kuwait. In response, the United Nations Security Council imposed a Resolution which set in motion the military action to liberate it.

Flight Lieutenant Tony Davies was flying a C-130 Hercules back from a routine mission to Antarctica, when he heard over the radio that the New Zealand Government had announced a deployment of a medical team and No. 40 Squadron C-130s to Saudi Arabia in support of the multinational coalition Operation Desert Shield. Two short weeks later he captained one of two C-130s to Saudi Arabia's capital Riyadh and within weeks of arriving, Operation Desert Storm began. Air Vice-Marshal (AVM) Davies, now Vice Chief of Defence, reflects on his deployment during the Gulf War.

The Gulf War was fought by coalition forces from 35 countries against Saddam Hussein's forces, in response to Iraq's invasion of neighbouring Kuwait. Two operations dominated the

conflict: initially Desert Shield ensured the defence of Saudi Arabia, which was a strategic basing location, and then Desert Storm enforced the UN Security Council Resolution to expel the Iraqi forces from Kuwait. These operations involved the largest military coalition since World War II.

AVM Davies was just 24-years old when he deployed to the King Khalid Airport in Riyadh, two days before Christmas.

"We landed on a 4km long international runway, the likes of which we had rarely seen. It was quite contrasting to be in the freezing cold conditions of Antarctica and then the sweltering heat of the Middle East within a few flights. Due to the short timeframes we deployed quickly and our preparations were not as comprehensive as we would have liked.



LEFT
Air Vice-Marshal Tony Davies

MIDDLE
NZDF Medical Contingent personnel, in front of a sign
"RAF War Hospital | Muharraq". Bahrain, Feb-Mar 1991.

RIGHT
TV film crew shooting a story at a desert airfield
in Saudi Arabia. Feb-Mar 1991



There was still a lot we needed to arrange when we arrived, so the contingent undertook dozens of separate tasks concurrently and we very quickly got ourselves organised. The main effort was to be ready to conduct flying operations within three days of arriving, which we did."

He was part of an NZDF team made up of aircrew, maintenance, medical, security, and support staff. Over the next four months they became a tight unit, known for their high rate of effort and mission success. The maintainers earned a reputation for working night and day to keep the aircraft going, achieving remarkable serviceability rates envied by the other coalition C-130 squadrons.

"Because we were operating in a sandy and hot environment, faults were occurring on the aircraft that we hadn't really seen before – getting blocked up by sand, valves and sensors not working. The maintenance team demonstrated incredible work ethic fixing those aircraft around the clock," AVM Davies said.

The volume of flying during AVM Davies' deployment was high.

"We knew there would be a heavy flying rate, but it was constant. It wouldn't be uncommon to be up at 2am, flying a mission into mid-morning, have a rest and then flying again that night."

The flying was rewarding and operationally challenging but the high tempo required an additional C-130 crew to be sent over a month into the deployment. AVM Davies flew close to 50 sorties and he saw the dynamic change after January 17, 1991 with the transition to Desert Storm becoming more operationally focussed.

As a coalition operation, interoperability with other coalition members was an essential element of the deployment.

"There were hundreds of transport aircraft coming and going in and out of theatre daily. We attached onto a UK C-130 detachment, which provided the overarching support and tasking for us and we acted as part of their squadron.

"We moved anything from vehicles, armour, ammunition, fuel, water and troops. At one stage during the ground war, we were conducting medevacs from the more northern areas, back to the higher-level medical facilities in Bahrain. But our contribution was just a drop in the ocean compared to the whole thing. The scale of Operation Desert Storm was immense," he said.



LEFT
L-R: Back; Flight Sergeant Bruce Melvin, Sergeant J Buchler, Wing Commander Robert Henderson (Detachment Commander and aircraft captain) Front; Flying Officer Kevin McEvoy, Sergeant Ty Cochran, Flying Officer M Morgan. Presumed to be at Riyadh, Saudi Arabia, 1991

MIDDLE
RNZAF personnel relaxing in 'Kiwi Korner' at King Khalid International Airport, Riyadh, Saudi Arabia. Feb-Mar 1991

RIGHT
Flight Sergeant Stephen Skudder (right) and SSE Fred Bias (RAF) loading freight into the back of a C-130 Hercules at King Khalid International Airport, Riyadh, Saudi Arabia. Feb-Mar 1991

"The threats were real and constant with Scud missiles being fired into Riyadh and other parts of the Area of Operations. Incoming missile warnings would sound regularly, usually at night, forcing the contingent to wake, don our nuclear, biological and chemical protection and wait it out in the sheltering area for a couple of hours.

On one occasion, a Patriot Air Defence Battery only a kilometre from our location unleashed a spectacular barrage against incoming Scud missiles. It provided much reassurance."

Not only were there constant disruptions from the missiles, but mission plans would often be changed at short notice, including being re-tasked mid-flight. Flexibility and adaptability were essential.

"The flying tactics, techniques and procedures within the Area of Operations were very tight, and all airborne operations were strictly coordinated to avoid chances of friendly incidents.



"Most airfields had their own airfield defences set up and as we approached, we would see friendly air defence systems monitoring us. All the on-board systems had to be maintained to the highest level and be fully functional to ensure our allies were able to identify us as friendlies.

"Theatre entry standards were stringent and without that kit we would have been unable to get airborne."

Over the course of the deployment, the New Zealand crews became highly valued by the coalition and AVM Davies is proud of the reputation they built up amongst the other nations for their responsiveness, agility and high flying rate.



Following the liberation of Kuwait, one of the RNZAF crews, captained by then Commanding Officer of No. 40 Squadron, Wing Commander Bob Henderson, had the distinct privilege of flying the UK Forces Commander, Lieutenant-General Sir Peter de la Billière, into Iraq for the cease-fire formalities.

After three decades, the Gulf War may have faded from many memories here and there are few personnel left in the Defence Force who served over there.

“It’s good to be able to remind people what happened, and to recognise New Zealand’s short notice contribution by deploying medics and C-130s, and then this really intense period of activity while you’re there on an active service deployment. Thirty years seems like a distant memory, but New Zealand was there to play a small but valuable role in the coalition to enforce UNSC resolutions.”

“It was an intense and highly focussed period for us and it was our first exposure to flying in this international environment in an operational setting. All of the tactical training back in New Zealand over the years was now being realised, so the secure communications, tactics and techniques of military flying were now in play and that was really satisfying.”

- AVM Tony Davies

Remembering the First Gulf War

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



Thirty years ago, operations against Iraq in the first Gulf War ended with Operation Desert Storm. During this brief but decisive conflict and the tense months which preceded it, RNZAF and other New Zealand Defence Force personnel were deployed to the Gulf, in support of the wider Coalition against Iraq's dictator, Saddam Hussein, and his forces.

On August 2, 1990, Iraq invaded and occupied their small, oil-rich neighbour, Kuwait. The United Nations (UN) quickly condemned this act of aggression, imposing sanctions on Iraq. A United States-led UN Coalition force began to deploy to Saudi Arabia in the Persian Gulf, and a huge military build-up commenced on Iraq and Kuwait's borders.

On January 15, 1991, the UN deadline set for Iraq to withdraw from Kuwait expired and a massive multinational offensive, named Operation Desert Storm, commenced. Air strikes began immediately, softening the Iraqi defences. Then, on February 24, 1991, land forces crossed into Kuwait and Southern Iraq. The land war was all over in four days, with the Iraqi troops defeated and a ceasefire was declared on February 28, 1991.

The Air Force was no stranger to the Persian Gulf. Since 1988, Andovers from No. 42 Squadron had supported the UN Military Observer Group monitoring the ceasefire between Iran and Iraq.

In September 1989, a No. 40 Squadron Hercules arrived in the Gulf to assist No. 42 Squadron. Later joined by a Boeing B727, they flew foreign nationals who had fled Kuwait from Jordan. The Boeing returned to New Zealand in October. About 1,500 people had been airlifted home by the two aircraft.

On December 23, 1990, two Hercules and 46 personnel of No. 40 Squadron Detachment (Multi-National Force) arrived at Riyadh airport in Saudi Arabia. Named Operation Fresco, their task was to provide transport capability, operating with the RAF Air Transport Detachment. They mostly flew operations from King Khalid Airport, Riyadh. This was later increased to 60 personnel.

An important part of the Iraqi military threat to the Coalition and local civilians was the Al-Hussein missile, a development of the Soviet-made Scud short range ballistic missile capable of carrying 500kg of high explosives. Of more concern was the very real possibility that the Iraqis would employ chemical or biological agents in these missiles. Saddam Hussein's regime had already used chemical weapons against the larger forces of Iran in the Iran-Iraq war of 1980-88.



LEFT
Sergeant Phil Lane, wearing a respirator, on security duty on the tarmac in front of a C-130 Hercules. Riyadh, Saudi Arabia, Feb-Mar 1991

RIGHT
Flight Lieutenant Ken Cunningham (right) and a soldier wearing gas masks at a guard post during a Scud missile alert at King Khalid International Airport, Riyadh, Saudi Arabia. Feb-Mar 1991



Scud warnings were frequent. During a TV1 news interview with the Detachment Commander Wing Commander Bob Henderson, a Scud alert was sounded. Both donning respirators, Henderson told the reporter what a red alert meant:

“Normally it would mean that a Scud missile launch has been detected, and that the missile is coming in the general direction of Saudi Arabia. It doesn’t necessarily mean it’s going to land on Riyadh, it could be targeted against Dahrhan, or one of the areas, but it’s coming our way basically.”

Flight Lieutenant Rex Fraser, the Detachment’s PR officer, described the experience of these often sleep-disturbing Scud alerts to *Air Force News*:

“The air raid siren goes, you’re immediately tense. You kit up and your heartbeat increases dramatically. The adrenaline’s flowing. In the kit you walk carefully and slowly to the collection point. You’re sweating in the room. You can’t hear or see, you just have to sit and wait. No-one talks. You can talk quite easily in the masks but no-one does. I’ve learnt to relax now and sit and switch off. Even still by the end of it you’re so tired you just want to lie down and go to sleep.

Your body’s pumped more adrenaline in one night than you would normally use in a year.”

In charge of countermeasures against this threat at Riyadh was Warrant Officer Pat ‘Mac’ McKay. He set up the Royal Air Force Alert and Nuclear, Biological and Chemical Warfare Cell at King Khalid airport. When hostilities commenced, the airport was the target of numerous attacks by Scuds. McKay worked to improve warnings of attacks, increasing the chance of American Patriot missile batteries shooting them down. When this happened, as a Nuclear, Biological and Chemical (NBC) warfare specialist, he conducted chemical detection patrols around the destroyed missiles. Thankfully, chemical weapons were not detected.

The Air Force also provided support in the form of medical personnel. On February 4 a second medical team from all three services of the NZDF arrived in Bahrain, joining an existing New Zealand Army team, and operated at the RAF hospital at Muharraq. They returned to New Zealand in March 1991.

In April 1991, with the Coalition winding down operations in the Gulf, the No. 40 Squadron Detachment started to pack up and the final group returned to New Zealand, arriving at Whenuapai on 12 April 1991.

The Air Force’s contribution to Operation Desert Storm was small in comparison to some other countries, but represented a major effort for us. It proved that New Zealand could contribute effectively to an international operation and enhanced the RNZAF’s reputation with our close allies.

DID YOU SERVE DURING THE GULF WAR?

The RNZAF Museum would love to hear from Air Force veterans who served in the Gulf in 1990–91 and may have objects, photographs or stories from their time in the Middle East to consider donating to the national collection of the RNZAF.

If you can help, please contact the Museum Collections team: research@airforcemuseum.co.nz

LEFT TO RIGHT
Flying Officers Denzel Williams,
Tyler Waters, Aaron Kurte



Wingmen, old school buddies

Three men from the same school on Auckland's North Shore had a high school reunion when they found themselves on the same military flying training course to become Royal New Zealand Air Force pilots.

“Then I got the call that I had been accepted and that was it, I was out the door.”

- FGOFF Denzel Williams

Flying Officers (FGOFF) Denzel Williams 24, Aaron Kurte 24, and Tyler Waters 25, all attended Westlake Boys' High School. FGOFFs Kurte and Williams were in the same year and played hockey together, while FGOFF Waters was in the year above them.

The trio found themselves together on the same pilot's course in 2019 at RNZAF Base Ohakea, having followed different flight paths after leaving school.

All three joined the Air Force in 2018 and last month all three of them graduated alongside six other new pilots.

However, while they all found themselves on the same course at the same time, there was no preconceived plan.

“We didn't coordinate it,” said FGOFF Waters. “Flying was always something I dreamed about but I joined (the RNZAF) as an engineer originally. Then I decided to change direction,” he said.

FGOFF Kurte missed out on his first application into the Air Force as a pilot so he travelled for a while, learned to fly and then decided to reapply. The second time was a success.

“I think the additional maturity helped,” he said.

FGOFF Williams self-assessed himself as not being ready to join when he left school. He waited for a couple of years and embarked on a computer science course at university at the same time as applying for the Air Force.

All three said that while the intense course schedule challenged them in many ways with constant pressure to meet the exacting requirements needed to pass, the instructors were an integral part of their success.

“They supported us all through the tough times and really worked hard to help us succeed,” FGOFF Waters said.

The new pilots graduated a little later than expected due to the Covid-19 lockdown where they were not able to fly for several weeks.

“Coming back in, picking up from where you left off and getting back into the mode of flying was hard, but the instructors were great at getting us all back on track,” FGOFF Williams said.

The three pilots and their six course mates who graduated will now either be posted to the rotary wing fleet and learn to fly the Agusta A109 Light Utility Helicopter, or train at No. 42 Squadron on the KA350 King Air.

The helicopter pilots will then go on to fly the NH90 or Seasprite helicopters at No. 3 or No. 6 Squadron respectively, while the multi-engine pilots will go on to fly either the C-130 Hercules or Boeing 757 at No. 40 Squadron, or the P-3K2 Orion at No. 5 Squadron.

Corporal Smith Goes to Washington

B | EDITOR
Y | REBECCA QUILLIAM

Corporal (CPL) Jeremy Smith has spent the past seven months fulfilling his career goal of a long-term overseas posting. His posting to Washington DC in the United States wasn't quite as he imagined, with the global pandemic altering the way he had to work. However, he reckons the role was still a unique experience.



Working alongside civilians and Defence Attachés in the New Zealand Embassy, about a 20 minute drive from the Capital Buildings, CPL Smith's job is to be a conduit for Air Force personnel based more than 1,100km south of the capital.

"I look after the eight Air Force families involved in the P-8A Poseidon project that's currently going on in Jacksonville, Florida, as well as three officers in the DC area," he said.

"But because of Covid I haven't even seen any of them yet. I've just been talking with them on the phone and emailing them. The job has definitely got its difficulties and on top of not being able to really travel, I've spent most of the time working from home."

He is able to get to the office for one day a week to work with his small bubble of five colleagues.

"It makes everything a little bit easier to be able to ask questions face to face. It opens the communications lines a bit more," he said.

The main dampener on the posting was the restriction of being able to journey freely around the United States, CPL Smith said.

"When I initially applied for the position, Covid hadn't surfaced. I was really looking forward to being able to travel around the country – use the posting as not only the experience that I get from learning these different systems and working with another nation, but also to be able to explore the States while I'm here."

While widespread trips have not been possible, CPL Smith has been able to do some limited travel over the Christmas period.

I got out to Colorado to go skiing and locally to West Virginia and I went to New York. I've been careful to always work to the safety restrictions to keep as safe as possible.

CPL Smith's posting comes to an end next month and he is ready to come home.

"It's been so interesting being here, but I'm looking forward to coming back to New Zealand where everything is opened up. It's hard being over here watching people go to music festivals and I can hardly even go out to dinner."

Op Respect: big job with simple message

B | SENIOR COMMUNICATIONS ADVISOR
Y | SHARON LUNDY



Op Respect's first military lead Warrant Officer (W/O) Kerry Williams has a message for the small number of NZDF personnel who resist the programme: The NZDF is not the place for you.

The NZDF-wide programme to eliminate harmful and inappropriate sexual behaviour and improve the culture of dignity and respect hits its five-year mark in March. As it does, W/O Williams will be visiting camps and bases nationwide to support all leaders who are responsible for reinforcing the message and setting behavioural expectations for their people.

Most people get it but there's still a small number who resist, he says. They repeatedly put up inappropriate memes. They tell inappropriate "jokes". They persist in holding humiliating initiation ceremonies or standby and accept this behaviour in others.

"There's a small percentage that are doing harm and they're the ones we need to address. The majority of our force are amazing people, serving their country and just here for all the right reasons. Those that aren't should find another career."

W/O Williams' position was established following an independent review of the programme commissioned by the Ministry of Defence and released last year.

It found that while a foundation had been set, momentum had been lost and deep cultural challenges remained.

The reviewers made 44 recommendations to improve the programme, one of which was creating the role W/O Williams has been posted to.

He's acutely aware that all personnel are important to someone, whether as a partner, a daughter, a son or a parent – and he strongly believes they all deserve respect, and to feel comfortable in their workplace.

W/O Williams was made to feel distinctly uncomfortable when early on in his career he decided he no longer wanted to drink alcohol.

"I was pretty much put aside by the Warrant Officer as not being on the team. I still remember that individual, and I'm determined not to have it happen to others. It was exclusion, a form of discrimination, because I chose not to drink," he says.

"Ironically, when you're on deployment people want to be on your team – you can look after them when they're out and there's someone sober who can do the driving.

"You're still out there socialising anyway – it doesn't change who you are and it almost enhances your value in peer groups nowadays.

"It's about having that strength and courage to say something to somebody (but) it felt very isolating at the time."

W/O Williams also remembers it was common to see inappropriate images on workshop walls when he was a young airman, something he found confronting.

"Op Respect should be about being able to bring your whole self to work, to feel supported by your peers and to have the ability to speak up. It has no rank – it's the responsibility of all of us."

During his 18-month posting he'll be working with Op Respect "champions" who are newly appointed through Defence HQ and each camp and base, taking in all uniformed personnel and civilians.

He admits it feels like a big job ahead but says it's really quite simple.

"The behaviour you walk past is what you accept. It's not rocket science. Just be good to each other."

Long haul torpedo mission

B | EDITOR
Y | REBECCA QUILLIAM



A Boeing 757 recently flew half way around the world to pick up some special cargo for the Royal New Zealand Navy. Instead of people, the aircraft returned to Base Auckland packed with 13 large Mark 46 torpedoes, collected from Washington, in the United States.

The torpedoes are used by the SH-2G(I) Seasprite helicopters and our Navy frigates.

Pilot, Flight Lieutenant (FLTLT) Flynn Cribb said they flew 13 decommissioned torpedoes back over to the States and replaced them with the new ones.

It was a 15-hour flight, flown over two days via Rarotonga and Hawaii.

The global pandemic has made international travel complicated, but FLTLT Cribb said the rules on how to stay safe were clear.

“The processes are pretty well set up by the Ministry of Health and interpreted by the Directorate of Air Force Safety and Health, which gives us a booklet on what we can and can’t do.”

The crew needed to be tested for the virus, resulting in a negative test, before leaving New Zealand.

“As soon as we are overseas and leave the plane we have masks and gloves on. We’ve got special transport to get us to the hotel and once we check in we are in our rooms until we leave the following day.

“We were allowed to visit each other’s rooms, but nowhere else. And food is delivered to us, because we can’t leave to go to a supermarket or restaurant,” FLTLT Cribb said.

The Boeing had been prepared to haul the large weapons by being set up in a cargo configuration.

“On the day we loaded the torpedoes on four pallets. They were packed securely in big metal boxes and took up about three quarters of the main deck.

“I didn’t really think about the cargo too much. I had faith they were packed correctly and we had people on board, including an armourer, who were doing regular checks on them throughout the flight. We trust them to do their stuff.”

– FLTLT Flynn Cribb



A salute to a high flying career

B | EDITOR
Y | REBECCA QUILLIAM

In February 1976 Queen was about to top the music charts with *Bohemian Rhapsody*, Rocky was hitting the box office and Anthony ‘Hank’ Hancock was signing up to enlist in the Royal New Zealand Air Force.

Forty-five years and two days later, on February 19, he farewelled a career that saw him promoted to Warrant Officer, travel the world and work on some of the Air Force’s most iconic aircraft.

“Two things inspired me to join the Air Force. I was born and bred on a dairy farm and my father said to me I wasn’t allowed to come back onto the farm until I had a trade behind me. Then we moved to a house in Feilding after dad contracted TB and I became best mates with the boy next door whose father was in the Air Force.

“I was always out at the Air Force base playing pool and one thing led to another and the next thing I knew I was being recruited off and sitting an exam and then I was on my way to Wigram to the recruit course.”

At 17, Warrant Officer (W/O) Hancock started his career as an aircraft engine mechanic at No. 42 Squadron at Base Ohakea, which was flying Devons and DC-3s.

After completing an engineering course at Hobsonville, W/O Hancock returned to Base Ohakea, this time moving to No. 14 Squadron to work on the Strikemasters and Harvards and later, Skyhawks.

Two years after joining, W/O Hancock was sent to No. 75 Squadron where he was posted for four years in Australia as an “easily influenced young fella”, and he ended up touring around South East Asia and the Philippines.

“It was the first time we had ever exercised with the Americans in the Philippines. We stayed on an Air Force base that occupied 221,000 acres, which was a bit of an eye-opener.

“After the first trip, the second couldn’t come around quick enough. It was a really fun time.”

W/O Hancock was soon promoted to Sergeant and posted to No. 40 Squadron, working on C-130s and Boeing 727s.

“I saw a lot of the world with No. 40 Squadron – a lot of the places like Saudi Arabia and Greece as a maintainer on the Boeing. I also was able to travel across to the UK. I’m lucky, I’ve done four trips to the UK, courtesy of the Air Force.

“I was in the right place at the right time. I wasn’t married or had any kids, I travelled every chance I had,” he said.

“It’s a great reason to join the Air Force – especially the team on No. 40 and No. 5 Squadrons, they are getting around to see the world. No. 3 Squadron is also doing some work off-shore.”

As part of the team to phase in the Aermacchis, W/O Hancock had the opportunity to check out one of the brand new aircraft at an air tattoo in the United Kingdom. With only six hours flying on it, an Italian pilot had flown it to the show for W/O Hancock to get a good look at it and for a couple of Air Force pilots to take it for a spin. It was returned to the factory before coming out to be part of the RNZAF fleet.

In 2001, W/O Hancock’s role in the Air Force was turned upside down with the new Labour Government disbanding the air combat capability. Instead of welcoming new aircraft in, W/O Hancock was put in charge of the team to dispose of the Skyhawks and the Aermacchis. A role he took on for 12 years.

“It was really enjoyable delivering all the aircraft to the museums in different parts of New Zealand – that was a real privilege to take them from their home at Ohakea and put them into their new homes.

“To me the highlights have lasted from day one until the day I leave.”

Spending his last few years at Base Ohakea in the Maintenance Support Squadron, W/O Hancock reckons his career has been one of the best.

“On the last day I think emotions will come through. I want to just put on a morning tea and slip out the door. But I think it will be quite hard, when I look back and think about the past 45 years.”



Back to class for the teachers

B | FLIGHT LIEUTENANT
Y | NATALIE PITTS

A group of 40 primary and secondary school teachers recently spent time at Base Auckland for some hands-on Air Force lessons.

The event was part of the Air Force's School to Skies programme, which is normally held annually for Year 13 female students with the aim of increasing diversity within technical and aviation trades in the Air Force.

The five-day inaugural School to Skies programme for the teachers was put on with the aim of 'influencing the influencers'. The teacher's programme was run in conjunction with 21C Skills Lab who delivered workshops for the teachers to develop, prototype and test a student learning experience.

The Air Force component of the programme provided teachers with an array of theory and practical lessons to increase exposure to military operations and the functions that support these.

This included a navigation and leadership exercise involving Communication and Information Systems, Security Forces and Survive, Evade, Resist, Escape Training Centre, hands-on maintenance on the School to Skies aircraft and avionics Arduino kits, a flight planning exercise, a simulator experience and an experiential task on a C-130 Hercules.

They also attended an Industry Evening with a panel of industry experts (including the NZDF Chief People Officer) with discussion promoted around the technical and soft skills employers are expecting from those entering the work force.

The week culminated with a Dragon's Den event where the teachers had one minute to pitch their student learning experience to a panel, with the Air Force represented on the panel by Wing Commander Susie Barns.

Overall, it was a successful and rewarding week meeting programme aims. The post-programme survey completed by the teachers included comments such as "an awesome experience to discover what the Air Force has to offer students, and a good opportunity to develop teaching/learning experiences," with every participant highly recommending the programme to other educators.



Career goal for new Training Squadron Commander

B | SENIOR COMMUNICATIONS ADVISOR
Y | CHARLENE WILLIAMSON

Command Recruit Training Squadron (CRTS) has a new Officer Commanding who is looking forward to continuing the success his predecessors have achieved.

An air warfare specialist by trade, Squadron Leader (SQNLDR) Mark Drury brings a 30-year career in the military to CRTS.

He joined the Royal Navy in 1991 where he served for 12 years before joining the Royal Air Force and served for a further 12 years. In 2015 he moved to New Zealand starting his career with the Air Force.

He said becoming Officer Commanding has been a career goal for him and he is looking forward to the challenges ahead.

“Base Woodbourne is such an important place, it is the first squadron for all personnel joining the Air Force.

“My focus while here is to ensure that CRTS remains a market leading training provider and to ensure that we continuously improve in the training we provide to officers and airmen of the Air Force.”

SQNLDR Drury said he hopes to inspire all those who attend CRTS to see the New Zealand Defence Force as a great career.

“We are lucky to have incredible instructors at CRTS who are dedicated to ensuring our newest and current Air Force members receive the best start to their careers,” he said.

SQNLDR Drury takes over from SQNLDR Mark Henderson who said that commanding the squadron for the last three years will always be remembered as a highlight of his career.

CRTS run two recruit courses and two officer courses per year for those joining the Air Force. Each course does a range of training including field exercises, classroom study and weapons qualifications. In addition to initial training, CRTS also provides 11 promotional courses to all Non-Commissioned Officer ranks each year. Instructors at CRTS are directly involved in shaping the future of our officers and airmen in the Air Force.

Base Woodbourne’s primary function is training the Air Force’s newest officers and airmen, and providing all specialist trade training up to advanced and post-graduate level.

A flexible workplace



The New Zealand Defence Force provides a package of entitlements to support members of the Armed Forces and Civil Staff. Members of Armed Forces receive a different package of support compared to our Civil Staff. This recognises the unique nature of military service including, but not limited to, operational service.

DHR Policy will be delivering an education series this year to build greater awareness regarding the range of HR support available to members.

This includes: Flexible working, parental support, allowances, accommodation assistance, posting assistance, travel entitlements, operational entitlements and leave.

First up, this month, we will be covering Flexible Working.

NZDF SUPPORTS FLEXIBLE WORKING

Flexible working is an NZDF policy. Our strategy is to deliver a diverse and flexible workforce with the right people, in the right place at the right time. We know that flexible working is important to: attract and retain talent, improve morale and increase diversity and inclusion. Flexible working supports our people to balance work commitments with: study, parenting, sports, interests, health concerns, life events, caring responsibilities, or for any reason.

WHAT IS FLEXIBLE WORKING?

Flexible working means any changes to hours of work, days of work, place of work, how work is done, how work is managed, or a combination of these things. It is about finding what works for the organisation, the team, and the individual.

WHAT TYPES OF FLEXIBLE WORKING ARRANGEMENTS ARE THERE?

Reduced Working Hours

Working less than your standard hours, e.g. 5 working days a week reduced to 4 days.

Varied Working Hours

Working outside of standard working hours, e.g. start 1000 finish 1800.

Varied Working Location

Working away from your standard work location base/camp, e.g. work from home.

How do I apply for a flexible working arrangement?

All members of the Regular Forces who have completed initial training and all members of the Civil Staff may request flexible working arrangements.

Members can submit a flexible working request via Employer Self-Service (ESS) under 'Leave and Timesheets'.

For more information refer to:

HR Toolkit – Flexible Working Arrangements

DFO 3, Part 12, Chapter 1 Flexible Working Arrangements

Notices



MENTORING

UNLOCKING SUCCESS – TUKUNA TE ANGITU

SPIRIT OF ADVENTURE OPPORTUNITY

Sailings on the Spirit of New Zealand!

The RNZAF Mentoring Programme once again has a fantastic opportunity for personnel who wish to be challenged.

We have leadership positions available to become a volunteer on the Spirit of New Zealand Voyages.

This role requires you to share your experiences, knowledge, and wisdom with the trainees, allowing you to practice your leadership and coaching skills. As well as putting yourself outside your comfort zone.

If this interests you, please provide a 150-word explanation on why you should be selected, along with the sailings that you are available for.

Ensure any nomination has gone through your command chain to ensure you have their full support.

Send your compilation to F/S Warren Amos – Spirit of Adventure Training (SOAT) Co-Ordinator.

To assist your Chain of Command with planning, successful nominees will be notified approx. three months before sailing.

Sailing dates are;

- 23 May, returning 2 June
- 13 July, returning 22 July
- 28 September, returning 8 October
- 26 October, returning 5 November
- 5 December, returning 14 December

If you require any other information please contact F/S Warren Amos, 027 442 1903.



SAFETY EVENT MANAGEMENT TOOL

The new Safety Event Management Tool (SEMT) to report ground safety events is now live and you should no longer use SRS.

We will start to record new or updated Safety Risk Assessments, Risk Management Plans and Safety Assurance activities in the SEMT from now on as well.

We will keep you informed on further SEMT developments for flight safety events.

Safety personnel at every base have had specialised SEMT training and are available to answer any questions you have.

Additionally, there is help available from within the tool itself: form fields with an symbol provide guidance on how to fill in that field; and the 'Training & Support' tab in the top right-hand corner leads to short video demonstrations and guides on specific functions within the SEMT.

Work is also underway to create an updated LMS module about safety and safety reporting within the NZDF. Keep an eye out for publicity about this.

While the tool is new, the importance of safety reporting and safety management isn't. It shouldn't take long to get familiar with the SEMT and it will quickly become a routine part of how we manage ground safety in the Air Force. Concurrently, we will also soon be able to take advantage of the SEMT's reporting functionality, allowing us to make continuous improvements in the way we keep our people safe.

If you need any help using the SEMT, speak to your commander/manager, local safety advisor, or visit the SEMT Help and Support page (click on the SAFETY button from the ILP).





B | CORPORAL
Y | CHAD SHARMAN

I caught this fine example of Air Power in the act at Wings over Wairarapa recently. Our NH90 helicopters always create excitement with the crowds at air shows around New Zealand and the audience attending this year's Wings over Wairarapa were awarded the full complement of our support role with the New Zealand Police. As seen here with this New Zealand Police officer being winched from one of No. 3 Squadron's finest.



**WE
WANT
YOUR
PASSION**

Be part of the New Zealand Defence Force

There are over 109 roles available including IT, communications, engineering, logistics, aviation, medicine, and emergency response. Some roles require a degree and some don't. We also have university and graduate scholarships available.

defencecareers.mil.nz 08001FORCE

