NZCF 167

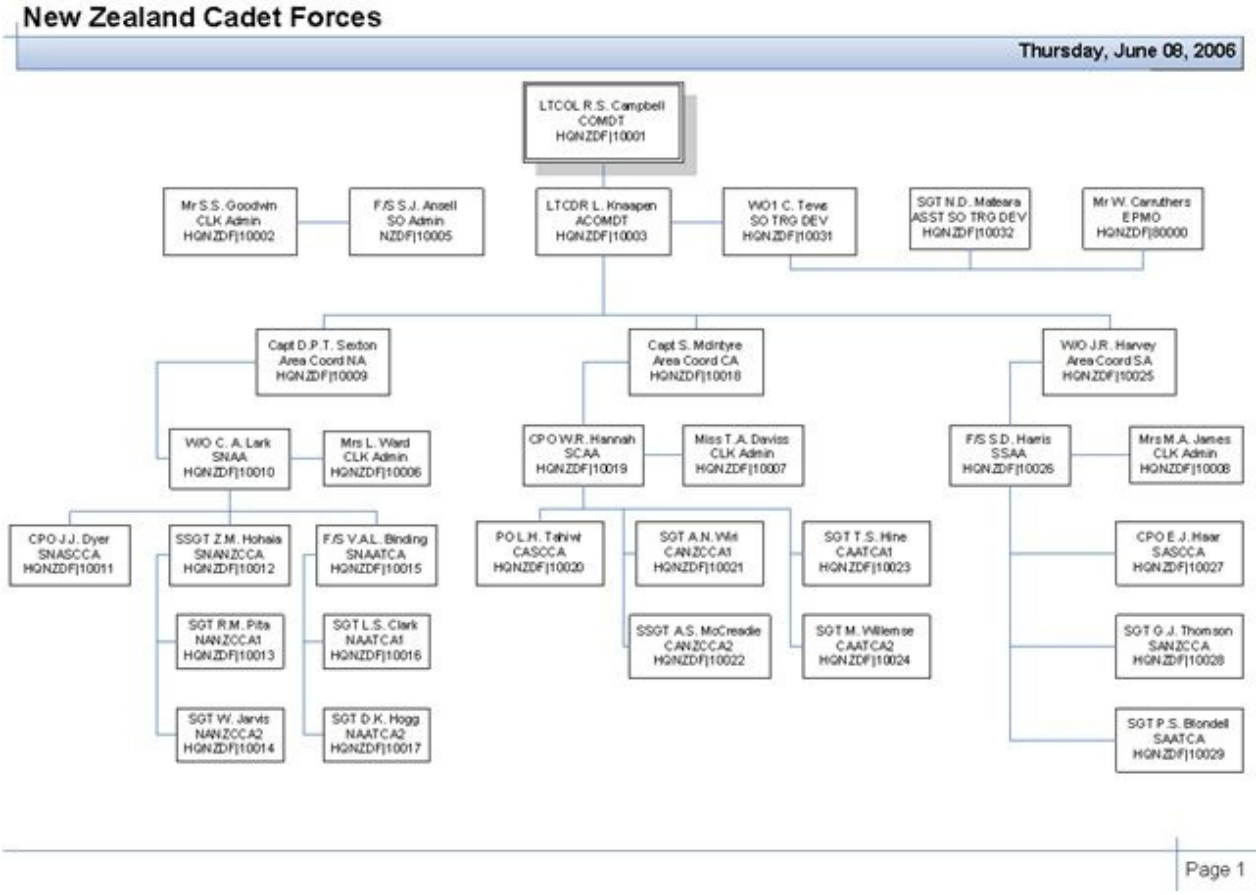
CFK & GSK Manual

Cadet Force Knowledge (CFK)

24097 EI 1.1 **NZ CADET FORCES ORGANISATION**

New Zealand is divided into three Areas for NZ Cadet Forces organisation. Northern Area with Headquarters in Auckland, known as the Northern Area Cadet Forces Training and Support Unit (NACFTSU) covers the upper half of the North Island as far south as Tokoroa. Central Area with Headquarters at Ohakea Air Force Base covers the rest of the Island from Taupo to Wellington.(Central Area CFTSU) Southern Area, operating from Headquarters at Burnham Army Camp near Christchurch, looks after all of the South Island units.(Southern Area CFTSU)

In addition to the three Area Headquarters there is the National Headquarters in Wellington. (HQ NZCF). These organisations are staffed by Regular Force Navy, Army and Air Force people.



The function of HQ NZCF is to provide overall direction to the development of NZ Cadet Forces as the Youth Leadership Training organisation of choice for young New Zealanders. It looks after the policy and support side of NZ Cadet Forces. This includes the funding, plotting all the courses and raises all the orders to ensure that you can get access to promotion courses as well as skills courses such as Outdoor Leaders and Army Experience.

The function of the Area CFTSU's is reflected in the name. They are there to deliver the policies formulated in HQ which are designed to help **train** and **support** Units around New Zealand.

Each Area has a person in charge referred to as the Area Coordinator followed by the initial of the area they are responsible for. For example, AC(N) is the Area Coordinator for the Northern Area.

Each Area Office is staffed by Area Advisors who visit Units on a regular basis to support the Unit staff to deliver the training programme and offer advice where needed. They are also responsible for organising the Cadet promotion courses that each region runs, special events like the Area Skills, and organising Officer Training courses.

The Area Advisor is the first Regular Force person you, as a cadet, will come into contact with.

24097 El 1.3 **Air Training Corps Badges of Rank**

The Air Training Cadet Corps follows the RNZAF tradition of rank delineation

Cadet Ranks

The starting point is Cadet. There is no symbol to represent this grade and the cadet wears blank shoulder slides.

The first classification is Cadet Leading Air Craftman. Their rank is indicated by a propeller worn on each shoulder slide. The propeller is stylised on the twin blade propeller fitted to First World War aircraft and to some aircraft in the early stages of the Second World War.

The first rank is that of Cadet Corporal. Their rank is indicated by two chevrons worn on each shoulder slide. . A chevron is a bent bar of V shape and has been used to indicate rank for many centuries. The word originates from the Latin *capriole* which means a pair of rafters. The Corporal rank is referred to as Junior Non-Commissioned Officer (JNCO) rank.

The second rank is Cadet Sergeant. Their rank is indicated by three chevrons worn on each shoulder slide. The Sergeant rank is the first rank in the Senior Non-Commissioned Officer ranks.

Above the Cadet Sergeant is the Cadet Flight Staff Sergeant. Their rank has a crown located above the three chevrons and, like the others, is worn on the shoulder slides.

The top rank held by a Cadet NCO is Cadet Warrant Officer Class. Like the other ranks their rank is worn on shoulder slides. It is the Royal Coat of Arms.

You will have noticed a sequence developing, two chevron followed by three, then three and a crown and then the Royal Coat of Arms.

The top rank is “Cadet Under Officer”. There is no direct equivalent in the RNZAF and this rank is used to define those cadets who are most likely going to proceed to a full commission in the NZ Cadet Forces when they are old enough. Their rank is a series of horizontal stripes across their shoulder slides.

Cadet Officers.

The Cadet Officer ranks are the same as in the RNZAF.

The first rank is that of Pilot Officer (NZCF). It is a single thin braid worn at the base of the shoulder slide. The RNZAF officer slide insignia derived from the RAF which in turn derived from the Royal Navy. Thus the lowest ranked officer in the Royal Navy, an ,Ensign, wears a single thin braid as well. The rank is replicated above the cuff on the sleeves of an Officers SD jacket.

The second rank up is Flying Officer (NZCF) This rank is indicated by a single, medium thickness braid located at the base of the shoulder slide.

The third rank is that of Flight Lieutenant (NZCF). The word “Lieutenant” is French and pronounced “Leftenant” in the British and Commonwealth Air Forces. You will here it pronounced as “lewtenant” from US Forces. You will never hear it referred to as “ELTEE” apart for in the movies. The rank is designated by two medium braids.

The word derives from a combination of the Old French “Place” and “Holder” so the Flight Lieutenant holds third place in the Officer rank structure.

The top rank achievable by a Cadet Officer in the Air Training Corps is that of Squadron Leader (NZCF). A Squadron Leader’s rank is indicated by two medium braids with a thin braid between them

Like the Non-Commissioned Officers there is a sequence in the display of rank. One thin braid, one medium braid, then two medium braids followed by three braids one of which is thin.

How rank is obtained

The Unit Commander is the first person in the chain when deciding which cadet deserves to be promoted or given a classification, thus working towards gaining a rank. To be considered for classification as a Leading Air Craftsman you would need to:

- Most likely to have served for one year (40 routine parade evenings) although some cadets who show that they have the skills to act as a Flight Commander may be classified before this time.
- Show self discipline in your personal presentation
- Have a very high attendance record
- Perform well in learning the knowledge required of a cadet at your stage of service
- Indicate through your behaviour that you have potential leadership skills shown by your willingness to accept and perform extra responsibilities and how you relate to your fellow cadets.

To be promoted to Cadet Corporal you have to:

- Most probably hold the classification as Leading Air Craftsman
- Be in your second year of service having completed at least 40 routine parade evenings
- Passed Basic II examination
- Be 15 years old
- Have successfully completed a Cadet Junior Leaders Course
- Continue to develop and demonstrate leadership skills as a Section Commander in the Unit

To be promoted to Cadet Sergeant you have to:

- Hold the rank of Cadet Corporal
- Be in your third year of training having completed 80 routine parade evenings
- Successfully completed a Cadet Senior Leaders course
- Be able to supervise a Flight of cadets on parade

To be promoted to Cadet Flight Sergeant you have to:

- Have completed a minimum of six months as a Cadet Sergeant
- Be a competent instructor

To be promoted to Cadet Warrant Officer you have to:

- Have completed a minimum of 6 months a Cadet Flight Sergeant
- Be a suitable role model for the cadets in your unit

To be promoted to Cadet Under Officer you have to:

- Attain the age of 17 years
- Complete a minimum of three years of cadet service
- Qualified on the Cadet Senior Leaders course
- Show you have the potential to become an NZCF Officer
- Be recommended by your Unit Commander and approved by the AC CFTSU

Your Officers go though a much longer service period and have courses to qualify on as they progress.

It can take up to one year of supplementary service and another year of efficient service plus the successful completion of the Commissioning Course to become a Pilot Officer

They have to complete another two years of efficient service and pass more courses before reaching Flying Officer (NZCF).

To reach Flight Lieutenant (NZCF) they have to complete another four years of efficient service as a Flying Officer (NZCF) and pass more courses.

To achieve the rank of Squadron Leader (NZCF) they will have had to complete a further five years of efficient service as a Flight Lieutenant (NZCF), complete more courses and hold the appointment of Cadet Unit Commander.

In total it takes 12 years, the successful completion of numerous courses, command of a NZCF Unit and the approval of the Commandant to reach the senior Cadet Officer rank.

24097 El 2.2 **History of the ATC**

The ATC was founded in England by Royal Warrant signed by King George VI on 5 February 1941 in response to a shortage of pilots. The RNZAF emulated the RAF with the establishment of the New Zealand Air Training Corps. It proved very popular during the war, as cadets who passed their proficiency training in the ATC could choose which service they wished to join when they were conscripted; they were also excused several weeks of basic training should they join the RNZAF.

After the war membership declined but the ATC was kept going, the emphasis changing from a pre-service training organisation to a broader based youth organisation.

The School Cadet Corps was maintained in New Zealand High Schools at a high level but most High Schools also had an agreement with the local ATC unit. This allowed selected students to parade with them rather than with the High School "Army" unit. Up until the mid 1960's some High Schools had scheduled training periods within the school day. ATC cadets were excused these periods if they served with the local Squadron in out-of-school hours. Some local squadrons paraded at High Schools at the same time as the rest of the School Cadet Corps and were staffed by High School teachers assisted by Regular or Territorial RNZAF personnel.

With the decline of the School Cadet Corps movement many Squadrons moved to off-school sites and adopted the current organisation.

In 1970 The Government announced the end of Vote Cadet: the budget, which had provided the funds for Defence support to Cadet Units. After community representation, however, the 1971 Defence Act established New Zealand Cadet Forces, (today's organisation), as a wholly volunteer organisation, separate from the Defence Forces, but for which the Minister of Defence was responsible. The Chief of Defence Force (CDF) was authorised to "direct and supervise" the Cadet Forces and provide support. Centralised control was established by CDF for all three Corps' and a Commandant appointed, together with Regular Force personnel. NZ Cadet Corps Officers ceased being awarded 'Queens Commissions'. They were appointed by the Minister of Defence to Cadet Forces commissions, effectively remaining civilian volunteers and without remuneration.

The role of the Cadet Forces ceased being that of preparation of young men for the Armed Forces and became one of youth development within a quasi-military structure and training programme Female cadets were accepted from 1978 and although the 'Service flavour' and training methods were retained, other types of training were introduced by Units that was desired by them and their community supporters.

24097 EI 3.1 **Promotion and other Courses – What is involved? What is the eligibility criteria?**

Junior Leaders Course

Interpret Terms and Conditions of Membership

Define NZCF Terms and Conditions of Membership

Interpret Presentation Techniques

Plan a Basic Oral Presentation

Deliver a Presentation

Interpret Ceremonial Drill

Participate in Ensign / Flag Ceremonies

Squad Handling

Explain Squad Handling Techniques

Conduct Squad Handling

Demonstrate Functional Leadership* (Critical Terminal)

Define the Duties and Responsibilities of a Junior Leader

Interpret types and styles of leadership

Extract Information to conduct a simple task from a set of Orders

Demonstrate Functional Leadership

Drill Instruction

Intro to Drill

List and Explain Words of Command and Formations

Explain the Blueprint for Drill

Prepare a Drill Lesson

Senior Leaders course

Conduct Leadership

Outline Harassment, Discrimination and Equal Opportunities

Interpret Functional Leadership (Instructional)

Apply Functional Leadership (Practical)

Conduct Instruction

Define Qualities of a Good Cadet instructor

Identify Factors that Influence Learning

Training Aids

Technical Skills of Instruction

Learning and the Environment

Lesson Planning

Three Phases to a Practical Lesson

Produce and Deliver a Practical Lesson

Conduct SNCO Parade Appointments

Conduct SNCO Parade Appointments (As per each NZCF Corps)

NZCF Publications

Navigate NZCF Publication

Principles of Risk Management

Define Risk Management

Public Relations

Outline Dealing with the Media

Advanced Leaders Course

Conduct Instructional Technique

Revision

Factors that Influence learning

Learning senses

Young Adult in Training

Cadets are Individuals

The Successful Six Discipline Philosophy

Technical Skills of Instruction

Training Aids

Evaluations

Feedback

Theory Instruction

Conduct Practical Skills Instruction

Administration

Employ NZCF Administration Procedures

Leadership

Demonstrate Functional Leadership

Issuing of Orders

Equal Employment Opportunities

Define Equal Employment Opportunities

Define Harassment and Discrimination

Eligibility criteria for NZCF Cadet promotion and other courses

TRI CORPS COURSES

Junior leaders Course

1. Consideration will be given to Cadets, who must:

a. be recommended by their Cadet Unit Commander,

b. have completed the first year and a half (60 Parades) from the syllabus of the Training Manual,

c. be a minimum age of 15 years at the start of course, and

d. be under the age of 18 years at the completion of the course.

Senior Leaders Course

2. Consideration will be given to Cadets, who must:

a. have qualified at a Junior Leaders Course not less than eight months prior to the commencement date of the nominated course,

b. have completed the second year syllabus of the Training Manual,

c. be under the age of 18 years at the completion of the course, and

d. be considered by their Cadet Unit Commander to have the potential to carry out those duties expected of a Senior Leader within a Cadet Unit..

Advanced Leaders Course

3. Consideration will be given to all Cadets, who must:

a. be a minimum age of 17 years at the start of course,

b. have qualified on the Senior Leaders Courses not less than six months prior to the commencement date of the Advanced Leaders Course,

c. have completed the third year syllabus of the Training Manual,

d. be recommended by their Unit Commander,

e. be selected by Area Advisor and Area Co-ordinator,

f. be a minimum of substantive Sgt (E), and

g. be under 19yrs of age at the completion of the course.

Junior Outdoor Leaders Course

4. Consideration will be given to all Cadets, who must:

a.. have completed the second year syllabus of the Training Manual,

b. be medically fit and physically capable of completing the training,

c. having successfully completed the Junior Leaders Course, and

d. be under the age of 18 years at the completion of the course.

Senior Outdoor Leaders Course

4. Consideration will be given to all Cadets, who must:

a. be a minimum age of 17 years at start of course,

b. have completed the third year syllabus of the Training Manual,

c. be medically fit and physically capable of completing the training,

d. be under the age of 20 years at the completion of the course,

e. having successfully completed the Junior Outdoor Leaders Course, and

f. have qualified on the Senior Leaders Courses

Shooting Coaches Course

5. Consideration will be given to all Cadets who have

a. successfully completed the Second year syllabus of the Training Manual

b successfully completed the Seniors Leaders Course

AIR TRAINING CORPS

National Aviation Course

Power Flying Phase

1. Consideration will be given to Air Training Corps Cadets, who must:

a. be a minimum age of 16 years at start of course,

b. have completed the second year syllabus of the Training Manual,

c. show a genuine interest in pursuing aviation,

d. as RNZAF Scholarship recipients, show a genuine interest in joining the RNZAF,

e. be able to meet any course flying fees where applicable, and

f. be under the age of 20 years at the completion of the course.

Navigation Phase

2. Consideration will be given to Air Training Corps Cadets, who must:

a. be a minimum age of 15 years at start of course,

b. have completed the second year syllabus of the Training Manual,

c. be able to meet any course flying fees where applicable, and

d. be under the age of 18 years at the completion of the course.

National Cadet Gliding Course

3. Consideration will be given to Air Training Corps cadets, who must:

a. be a minimum age of 14 years at start of course,

b. be able to meet any course flying fees,

c. be under the age of 18 years at the completion of the course, and

d. have completed the first year syllabus of the Training Manual.

Air Force Experience for New Zealand Cadet Forces Cadets

4. Consideration to participate in AFE will be given to Cadets who satisfy the following requirements:

a. priority is to be given to Air Training Corps Cadets, however this opportunity may be extended to Cadets of the Sea Cadet Corps and the NZ Cadet Corps at the discretion of the commandant, NZCF.

b. be medically fit;

c. be between the ages of 16 and 19 years at start of course;

d. have completed a minimum of two years Cadet Forces service;

e. have stated a desire to join the RNZAF;

f. have parental consent;

g. be recommended by their Unit Commander; and

h. have completed and submitted a 200 word essay entitled ‘Why I want to join the RNZAF

24097 EI 3.1-2 **Authorised and Recognised Activities**.

Authorised Activities

Assistance provided by the NZDF for authorised activities takes the form of service resources and personnel including the use of service training facilities. This assistance is:

- limited by the amount of finance which is allocated by CDF and single service Chiefs for Cadet Forces purposes;
- directed to supporting and providing for those activities of a military style which cannot be provided from local community resources;
- designed to preserve the Service standards appropriate to the Cadet Corps so as to assist the Corps, cadet unit or members of the Cadet Forces in the achievement of the first two statutory aims of the scheme;
- subject to the availability of Service training facilities;
- subject to negotiation with single Services; and
- published annually.

THE SCALE OF AUTHORISED ACTIVITIES IS BALANCED AGAINST:

- the expenditure of finance on travel, transportation and rationing;
- the availability of accommodation and training facilities in Defence Areas;
- the availability of assistance by Regular Force personnel and items of equipment;
- the limited time available during the year for cadet activities, i.e. time outside of school curriculum time; and
- the limited availability of Cadet Forces Officers; e.g. their time away from their civilian occupations. Additionally, the requirement to have a female chaperone where female cadets are included in any activity must be considered.

The authorised activities for the Cadet Forces are approved annually by Single Service Chiefs and determine the resources that will be made available. A programme of the approved authorised activities will be issued to cadet units in April each year showing the authorised activities for the ensuing July to June period.

Cadet forces training manuals, on issue to cadet units, give the detailed syllabus for each authorised activity and explain the provisions for authorised activities.

Examples of Authorised activities for ATC cadets are:

- Junior, Senior and Advance Leaders courses
- Cadet Outdoor and Senior Outdoor Leaders courses
- Navigation course
- Pilot course
- Gliding course

Recognised Activities

With the exception of authorised activities (the annual NZDF sponsored and funded program of camps and courses) all cadet activities are classified as recognised activities. While recognised activities principally comprise routine unit parades and training activities, there is a range of other related activities which may also be organised by cadet units. While these activities may involve varying degrees of military skills and techniques, responsibility for the provision of support (including funding) for these activities rests with the recognised civilian support organisation and/or unit support committee, or the school authority for school units, except where the provisions of chapter 3 of DFO 7.

RECOGNISED ACTIVITIES MAY ONLY OCCUR IF:

- authorisation for the activity has been granted by the Cadet Unit Commander and an NZCF 11

and Risk Analysis and Management System (RAMS) form (NZCF 12) have been lodged with the Area Coordinator 14 days prior to the activity;

- acknowledgement of the activity has been notified by the CFTSU.
- the liability and responsibility for the correct and proper supervision of cadets is accepted by the Cadet Forces Officers conducting the activity;
- there is an appropriate number of Cadet Forces Officers (and chaperones if required) available who are appropriately qualified to supervise the activity; and
- funding for the activity and any other necessary resources are provided by the recognised civilian support organisation and/or unit support committee
- they are being conducted with due regard for the interests of the Services, members of the Armed Forces, the Cadet Forces, members of the Cadet Forces and the parents of cadets;
- they are being conducted without the Regular Force staff of the Cadet Forces, unless the RF staff have volunteered to help.

The distinction between public funds and those funds privately raised by the supporters of the corps and units of the cadet forces in relation to the conduct of recognised activities is explained in chapter 7 of DFO 7.

The following lists detail a range of recognised activities available to cadet units. The lists, however, are not to be taken as inhibitive or restrictive and may be added to from time to time on the advice of the commandant of cadet forces in consultation with the recognised civilian support oganisations.

ALL CORPS:

Routine Cadet Unit parades.

Camping or tramping expeditions in addition to those provided for in Authorised Activities. Where the NZCF Officer in charge has completed the NZCF Officers Outdoor Leaders Course or gained an equivalent Civilian qualification approved by the Commandant.

Air experience flights in military and civilian aircraft.

Participation in the Duke of Edinburgh Award Scheme.

Community affairs subjects such as Civil Defence Training; liaison with the NZ Police, Water and Mountain Safety Councils, Fire Departments and Life Saving Association; Order of St John and Red Cross training; Sport and Recreation Councils.

Participation in sporting events including competition with other Cadet Units.

Canoeing.

Boating in non-Service boats.

Visits to local government institutions, factories, civil airports, etc.

Instruction in useful skills, e.g. welding.

Ham radio operating.

Shooting clubs.

Overseas group tours including exchange visits with other nation's Cadet Forces organisations.

Participation in such civil occasions as Trafalgar, ANZAC or Air Force Anniversary commemorations.

Abseiling. Abseiling is only an approved recognised activity when conducted by an abseiling instructor who has qualified on a course of abseiling instruction conducted by the:

NZ Army Adventurous Training Centre; or

NZ Mountain Safety Council;, or

1. NZ Outdoor Instructors Association; or
2. NZ Outdoor Pursuits Centre.

SEA CADET CORPS ACTIVITIES SUCH AS:

Regattas; and

inter-unit boating competitions.

NEW ZEALAND CADET CORPS ACTIVITIES SUCH AS:

NZCC inter – unit skills competitions.

AIR TRAINING CORPS ACTIVITIES SUCH AS.

Aero-modelling

Power flying in non-service powered aircraft, high performance microlight aircraft and gliders. Refer to annex a in DFO 7 chapter Two for an explanation of the distinction between authorised and recognised activities in relation to airborne activities.

Note

HANG-GLIDING, GYROCOPTERS, PARACHUTING, AND PARASAILING, ARE NOT APPROVED RECOGNISED ACTIVITIES.

If in doubt as to whether a proposed activity is approved as a recognised activity the cadet unit commander is to make prior application to the commandant of cadet forces through the AC CFTSU, in sufficient time for the matter to be clarified and a decision advised.

24097 El 4.1 **Awards available in the New Zealand Cadet Forces.**

The Cadet Forces Medal

Eligibility. The Cadet Forces Medal may be awarded to those Cadet Forces officers who have rendered long service within the Sea Cadet Corps, the New Zealand Cadet Corps or the Air Training Corps; although service with other New Zealand and Commonwealth forces may be considered

QUALIFICATIONS.

The qualifications for the award are set out in full in the cadet forces medal regulations 1989. The following detail is a brief outline of these regulations:

An applicant must have served satisfactorily in the Sea Cadet Corps, New Zealand Cadet Corps or Air Training Corps on or after 3 September 1939.

The Cadet Forces Officer must have given not less than 12 years continuous service with units of the Sea Cadet Corps, New Zealand Cadet Corps or Air Training Corps. Where qualifying service has been interrupted by time spent on the Supernumerary List, the mandatory continuous service requirement shall be deemed to have been broken except where the Minister of Defence exercises his discretion under Regulation 7(2) of the NZ Cadet Forces Medal Regulations 1989 in the following circumstances:

3. Local: In the case of any break not exceeding three years in qualifying service with the Cadet Forces of New Zealand where the officer:

   a) was, although residing in New Zealand, unable to continue service because of any change in place of residence or circumstances of civilian employment; but

   b) remained on the strength of a unit of the Cadet Forces or, if posted off, applied within one month to be posted to a unit of the Cadet Forces; or

4. Overseas: In the case of any break not exceeding three years in qualifying service with the Cadet Forces of New Zealand where the officer:

   was required by civilian employment to work outside New Zealand; but

   a) remained on the strength of a unit of the Cadet Forces or, if posted off, applied to be posted to a unit of the Cadet Forces within one month after resuming residence in New Zealand.

5. In the case of any break in qualifying service not exceeding three years where the officer:

   was, immediately before the break, serving with the Cadet Forces of another Commonwealth country of which the Queen is head of State; and

   having taken up residence in New Zealand, applied within one month to be posted to a unit of the Cadet Forces of New Zealand.

   Service in the following may also count towards the qualifying total as stated in paragraph 16.2 but only where it has interrupted continuous service in the New Zealand Cadet Forces.

   (1) In War or Peacetime. The Commonwealth Navies, Armies or Air Forces.

   (2) In Wartime Only. The Merchant Navy.

   (3) In Peacetime. Reserve Forces (involving regular periodic training).

   The following may not count as qualifying service:

   (4) Service as a cadet under the age of 18 years.

   (5) Service recognised by any other long service decoration or medal.

   (6) Time spent on the Supernumerary List of the Cadet Forces.

6. Time spent on leave of absence. Where qualifying service has been interrupted by a period of leave of absence the mandatory continuous service requirement shall be deemed to have been broken except where the Minister of Defence exercises his discretion under Regulation 7(2) of the NZ Cadet Forces Medal Regulations 1989 when

the period spent on leave of absence does not exceed six months.

Method of wearing. The medal is to be worn on the left breast, suspended from a ribbon 3cm in width, which is green in colour, with yellow edges, narrow stripes of dark blue, red and light blue being superimposed. The ribbon is to be worn with the dark blue stripe furthest from the left shoulder.

Post–nominal letters. The award of the cadet forces medal does not carry any post-nominal letters

Clasp to the Cadet Forces Medal

A clasp to the cadet forces medal may be awarded on the completion of additional qualifying service of eight years, subsequent to the qualifying service for the medal. The additional qualifying service for the award of the clasp to the medal need not be continuous. When the medal ribbon only is worn, the award of such a clasp is signified by a rose emblem worn centrally on the medal ribbon.

Wearing of Medals awarded to Deceased Family Members

The only person authorised to wear decorations and medals is the recipient. There is however a convention in the wider community of wearing medals awarded to deceased family members on the right breast side. In line with this convention NZCF personnel may, at their own discretion, wear medals awarded to a deceased family member on the right breast side of their uniform (SD for officers, SDAR (E) for cadets) on certain commemorative occasions that acknowledge the service of the deceased family member.

Special commemorative occasions are restricted to:

ANZAC day;

Remembrance Day (11 November);

Those associated with a Veterans' reunion where the reunion relates to the service of the deceased family member (eg a remembrance parade for Vietnam veterans where the deceased family member was a Vietnam veteran); and

Other such commemorative occasions as approved by single Service Chiefs of Staff on the advice of AC (Pers).

Only medals approved for wearing by the queen may be worn. Medals are to be mounted in the same fashion as medals worn on the left breast side (if any). No neck decorations or breast stars belonging to deceased family members are to be worn. The mounting of medals belonging to family members is to be at the individual's expense.

There is no restriction on the number of medals worn on the right side, except that they are not to detract from the appearance of the uniform or interfere with any duty the person must perform as part of the commemorative occasion e.g. Ceremonial drill. In such circumstances, the unit commander can direct that some or all medals are not to be worn.

New Year/Birthday Honours

Members of the Cadet Forces are not eligible for awards in the military list of new year or birthday honours. They are however, eligible for awards in the civil list.

While nominations may be made by any person or persons by writing directly to the prime minister, or to the prime minister through a member of parliament, a local body representative, or someone in an official position, it is usual for nominations in respect of NZCF members to be made through the commandant of cadet forces. Nominations for consideration in the context of a queen’s birthday list should normally reach the prime minister no later than 1 February and, for a new year list, 1 September.

COMMENDATION CERTIFICATES

Commandants Commendation Certificate

The certificate is open to individuals, other than cadets, involved in Cadet Forces and is awarded in recognition of continuous display of loyalty and devotion to the unit and the New Zealand Cadet Forces.

Nominations for the award of the certificates are to be forwarded to the Commandant of Cadet Forces giving full details:

by the ACs in the case of Cadet Unit Commanders, and

by the Cadet Unit Commanders in the case of others. These nominations are to be supported by the AC CFTSU.

Sea Cadet Corps Commendation Certificate

This certificate is open to Sea Cadet Corps cadets who:

display initiative;

have above average qualities; and

contribute ‘out of the ordinary’.

New Zealand Cadet Corps Commendation Certificate

This certificate is open to New Zealand Cadet Corps cadets who:

display initiative;

have above average qualities; and

contribute ‘out of the ordinary’.

Air Training Corps Commendation Certificate

This certificate is open to Air Training Corps cadets who:

display initiative;

have above average qualities; and

contribute ‘out of the ordinary’.

24097 El 4.2 **Air Training Corps Skills Badge**

There are three NZCF Skills badges and three progress badges available to cadets serving with the ATC. The skills badges are the Marksmanship badge, the Navigation badge and the Pilot badge. Other badges, such as Duke of Edinburgh scheme badges can be obtained though involvement with outside agencies as well as membership of a Cadet Unit.

Marksmanship badge - How is it obtained?

The marksmanship badge is represented by a light blue stylised rifle embroided on a dark blue background and displayed on the lower centre of your brassard.

Until recently – the marksman badge was considered to be "just another badge" and as such did not reflect the skill, training and dedication required by Cadets to earn this award. This is a "SKILLS" badge and indicates a high level of competency and accuracy in target shooting

6. In order to promote this award, and encourage units to "take the Challenge" the Marksmanship Badge can only be competed for as part of the National Competition Shoots, these being:

- SMIT Trophy for Sea Cadet Units,
- GUNSON Cup for Cadet Corps Units, and
- **WALLINGFORD Cup for Air Training Corps Units.**

7. The targets can be requested for through Commandants Office at any stage and can be shot at any time during the year, however the targets must be returned to the Commandants Office for marking no later than the date listed in the Annual Training Plan.

8. The Marksmanship Badge is awarded by the Commandant New Zealand Cadet Forces to cadets who score 80% or greater of the highest possible score (HPS) in any one of the following National Competition Shoots:

a. Smit Trophy (SCC)

b. Gunson Cup (NZCC), and

c. Wallingford Cup (ATC).

9. The above shoots are to be conducted under the Conditions and Rules stated below.

NZCF NATIONAL SHOOTING COMPETITION RULES

10. Conditions and Rules. All of the above shooting matches are to be conducted under the following conditions and rules:

a. teams are to consist of six currently serving cadets,

b. units may enter one or more teams,

c. coaching is not permitted during the shoot,

d. only Service issued (NZDF) No 8 or No 9 .22 calibre rifles may be used during the competition,

e. only Service issued ammunition may be used during the competition,

f. teams are to wear issue uniform with the exception that the ATC may wear DPM. If DPM's are not available to all cadets then the tie may be removed. ATC female cadets are permitted to wear overalls / trousers in place of their skirts,

g. accessories such as bipods, sandbags, scopes, telescopic sights, competition sights, elbow pads or shooting jackets are not permitted. Competitors are permitted to lie on foam rubber matting, or similar material, provided that it does not support the rifle in any way. Slings may be used at the firers' discretion.

h. team members are only permitted to view their targets once after Serial 1 of the competition, and are to remain on the firing point for Serials 2, 3, 4 and 5. On ranges where it is possible to only affix one Miniature 5A target at a time, the firing detail are to stand clear of the rifles and behind the firing point while the targets are being changed. The Witnessing Officer is to change the targets and at no time are the competitors allowed to view their targets during this period. The Range Safety Officer is to ensure that no one approaches the firing point while the targets are being changed.

i. team members are NOT permitted to adjust their rifle sights after Serial 1 and before Serial 2.

j. the range measured from the muzzle of the rifle to the targets must not be less than 22 metres (25 yards).

k. the competition is to be fired between 1 March and in time for the completed targets to reach Headquarters NZCF by 15 November.

l. all team members must shoot their targets on the same day.

m. the targets to be used are the 5A Miniature double facing forwarded to the unit by Headquarters NZCF in response to the units' application to enter the competition. Only 5 shots are to be fired at each facing (aiming mark). The targets are to be signed by the competitor prior to shooting and the Witnessing Officer is to sign all targets after they have been fired on.

Application to Enter

11. Any unit wishing to enter the competition is to make an application to Headquarters NZCF. On receipt of the application, Headquarters NZCF will forward the official stamped targets on which the competition is to be shot.

Package

12. The package sent out to all participants for the Gunson Cup, Wallingford Cup and Smit Trophy will contain the following:

a. 12 x Targets (5A Facings)*,

b. 1 x Set of Rules

* Note. The targets will be date stamped by HQ NZCF (the day sent to unit) and initialled on the back.

Range Safety Officer

13. The Range Safety officer is to be either a holder of a current NZCF 40 (Range Safety Officer Certificate), or be an appropriately qualified current RNZN Range Safety Officer, NZ Army Range Conducting Officer or RNZAF Range Safety Officer.

Witnessing Officer

14. The shoot must be witnessed by an officer from another unit, a member of the Regular Force of the New Zealand Defence Force, or a person approved by Headquarters NZCF. The Witnessing Officer need not be a qualified Range Safety Officer or Range Conducting Officer but must be fully conversant with the rules and procedures of the competition and the method of scoring.

Firing Point Register

15. The form MD 201 Firing Point Register is to be used to account for ammunition and record scores. The procedures to be followed are:

a. the form is to raised in triplicate – a unit copy, Area Office copy and Headquarters NZCF copy,

b. the name and initials of each team member is to be entered on the Firing Point Register before firing commences,

c. the Range Safety Officer is to visually assess (not gauge) and enter the scores on the Firing Point Register at the conclusion of the shoot, and

d. the targets, Witnessing Officers Certificate and Firing Point Register, certified by the Witnessing Officer are to reach Headquarters NZCF by 15 November.

Navigation badge - How is it obtained?

This badge is obtained by passing the Navigation phase of the Aviation course. This is a residential course held each year, usually in January.

The badge is based on the RNZAF Navigators insignia.

Pilot's Wings – How is it obtained?

To gain this badge a cadet has to fly solo either at the Gliding phase or the Power Flight phase of the Aviation course. This is a residential course similar to the Navigation course.

The badge can also be obtained by flying solo through an aero club. A log book has to be maintained and sighted as proof.

Progress badges – How are they obtained?

Two basic grade badges are available for Year One. The first can be earned after six months and passing the appropriate assessments. The second Basic grade badge is earned after 12 months and passing the appropriate assessments.

The Proficiency badge is earned at the end of the second year of training, again having passed the appropriate assessments

The Advanced badge is earned after completing the third year of training and having passed all appropriate assessments.

Equivalent Ranks in the Sea Cadet Corps and the New Zealand Cadet Corps

The following table shows the equivalent cadet ranks in the three Corps of the Cadet Forces.

Sea Cadet Corps	NZ Cadet Corps	Air Training Corps
Ordinary Cadet (OCDT) Able Cadet (ABCDT)	Cadet (CDT)	Cadet (CDT)
	Cadet Lance Corporal (CDT LCPL)	
Leading Cadet (LCDT)	Cadet Corporal (CDT CPL)	Cadet Corporal (CDT CPL)
Petty Officer Cadet (POCDT)	Cadet Sergeant (CDT SGT)	Cadet Sergeant (CDT SGT)
Chief Petty Officer Cadet (CPOCDT)	Cadet Staff Sergeant (CDT SSGT)	Cadet Flight Sergeant (CDT F/S)
	Cadet Warrant Officer Class II (CDT W/O)	Cadet Warrant Officer (CDT W/O)
Master Cadet (MCDT)	Cadet Under Officer (CDT U/O)	Cadet Under Officer (CDT U/O)

International Air Cadet Exchange (IACE)

What is IACE?

Each summer, hundreds of cadets from twenty nations broaden their understanding of aviation and different cultures through the International Air Cadet Exchange (IACE). Hundreds more youth, families, aerospace professionals and community leaders benefit from the Exchange by serving as hosts, tour guides and escorts, or by simply participating in local activities alongside the international cadets

The Exchange promotes more than a love of aviation. Character development is equally important. Cadets develop a better perspective on the challenges other countries face. The friendships they make through the Exchange help the world combat hatred and intolerance.

IACE is Leadership. Among the Exchange's participants, you will find tomorrow's engineers, technicians, scientists, mechanics, pilots and aviation enthusiasts. These aviation leaders of tomorrow will help maintain growth in the aerospace industry, which plays an important role in global commerce and scientific discovery.

IACE is Education. Through the Exchange, cadets grow to understand and appreciate the roles different nations play in aerospace. Since today's economy is becoming more global and inter-dependent, young people develop positive attitudes toward international relations.

IACE is Friendship. Volunteer families support the Exchange, opening their homes to the international cadets, who for two weeks live with and become a part of the host family. IACE friends are friends for life.

Where did the organisation come from?

On 11th April 1946, representatives of the UK Air Training Corps (ATC) visited Montreal to discuss matters of mutual interest with the Air Cadet League of Canada (ACLC). At this meeting, the ATC welcomed a proposal made by the ACLC for an Air Cadet exchange plan and it was agreed to submit an official proposal on both sides of the Atlantic.

It can therefore be recorded that the Montreal meeting established the beginning of the International Air Cadet Exchange.

Plans were later made for the first exchange between Canada and the UK on the basis of 23 cadets and two Escort Officers. Unfortunately, the project had to be postponed because of an outbreak of polio in Canada.

The next phase in the development of the scheme began when Air Cadet League representatives met RAF and ATC colleagues in London to discuss exchange plans for 1947. The ACLC urged the approval of an exchange of 46 cadets from each country in the summer of 1947. The UK Secretary of State for Air supported the proposal.

As a result of the London Conference, the first exchange of 46 cadets and two escort officers was carried out between Canada and the U K and was the foundation for all future developments.

With a view to extending the exchange plan to include the United States, the Air Cadet League contacted the Civil Air Patrol (CAP) National Commander in late 1947. The CAP Commander and his staff attended the ACLC Annual Meeting in February 1948 and plans were initiated for the first exchange of Air Cadets between Canada and the CAP which was completed during the following summer months. Later that year, CAP Headquarters asked to exchange cadets directly with the ATC. The ACLC successfully negotiated the CAP-ATC exchange at a second conference in London.

Following contacts made by Canada with the Royal Swedish Air Force, the first Swedish exchange cadet visited Canada in 1950. The Air Cadet League made similar contacts with the Air Forces and Flying Club organizations in Norway, Netherlands and Denmark and cadets from these countries were also invited to visit Canada. This set the stage for a reciprocal exchange of two cadets with each of the four continental countries mentioned, which commenced in 1952.

At the same time, the United States launched an expansion of its own exchange programme that at one point involved 19 countries including a few in South America.

By the mid-1950s, it was apparent that the need existed for an international organization to coordinate and administer the overall exchange effort. This led to the establishment of the International Air Cadet Exchange Association.

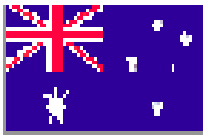
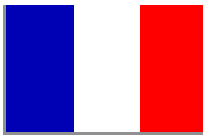
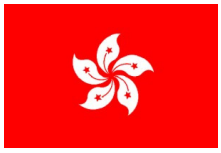
A Planning Conference is held each autumn hosted by one of the participating countries. It is at these conferences that the details of the exchange programme for the following year are agreed upon. In order to provide administrative services continuity, a secretariat has been established and the participating countries make an annual contribution to support the Association.

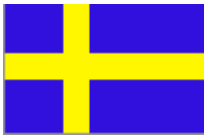
Each member organization is responsible for the exchange costs in its own country and for transporting their cadets and escorts to and from the host country or assembly point. Based on the value and importance governments attach to the IACE programme, military air transportation is frequently provided although some countries transport their cadets and escorts by civil aircraft, and others by ground transportation.

IACE Programme finance varies between countries, but many rely on support received from their aviation and engineering industries, national aero clubs, youth air organizations and private individuals. Some countries with government-sponsored youth air organizations receive direct financial support for the exchange programme from their governments. Visiting cadets and escorts incur no expenses in the host countries apart from private expenditure.

As it is generally agreed that expansion of the Air Cadet Exchange Programme is desirable, invitations are regularly extended to additional countries. As a result, there has been a gradual expansion in the number of participating countries. Currently, membership fluctuates annually based on each country's ability to participate.

What Nations are involved in the programme?

 AUSTRALIA	The Australian Air Force Cadets, in cooperation with the Royal Australian Air Force.
 AUSTRIA	The Aero Club of Austria.
 BELGIUM	Cadets de l'Air de Belgique, in cooperation with the Belgian Air Force.
 CANADA	The Air Cadet League of Canada in cooperation with the Canadian Armed Forces.
 FINLAND	Finnish Aeronautical Association.
 FRANCE	Aero Club de France.
 GERMANY	Club der Luftfahrt von Deutschland eV, in co-operation with the German Air Force.
 GHANA	The Ghana National Cadet Corps, in cooperation with the Ministry for Education and Sport and the Ghana Air Force.
 HONG KONG	Hong Kong Air Cadet Corps and the Hong Kong Aviation Club.

 ISRAEL	Gadna Avir, in co-operation with the Israel Air Force.
 JAPAN	Aerospace Scouts Association, in co-operation with the JAL Foundation.
 NETHERLANDS	Royal Netherlands Aeronautical Association in co-operation with the Royal Netherlands Air Force.
 NEW ZEALAND	The Air Training Corps Association of New Zealand, in cooperation with the New Zealand Cadet Forces.
 SINGAPORE	National Cadet Corps (Air).
 SWEDEN	Swedish Air Force, in co-operation with the Air Force Association of Sweden.
 SWITZERLAND	Aero Club of Switzerland, in co-operation with the Swiss Government.
 TURKEY	Turkish Air League, in co-operation with the Turkish Air Force.
 UNITED KINGDOM	Air Cadet Organisation of Great Britain, in co-operation with the Royal Air Force.
	U.S. Civil Air Patrol, in co-operation with the United States Air Force

UNITED STATES	

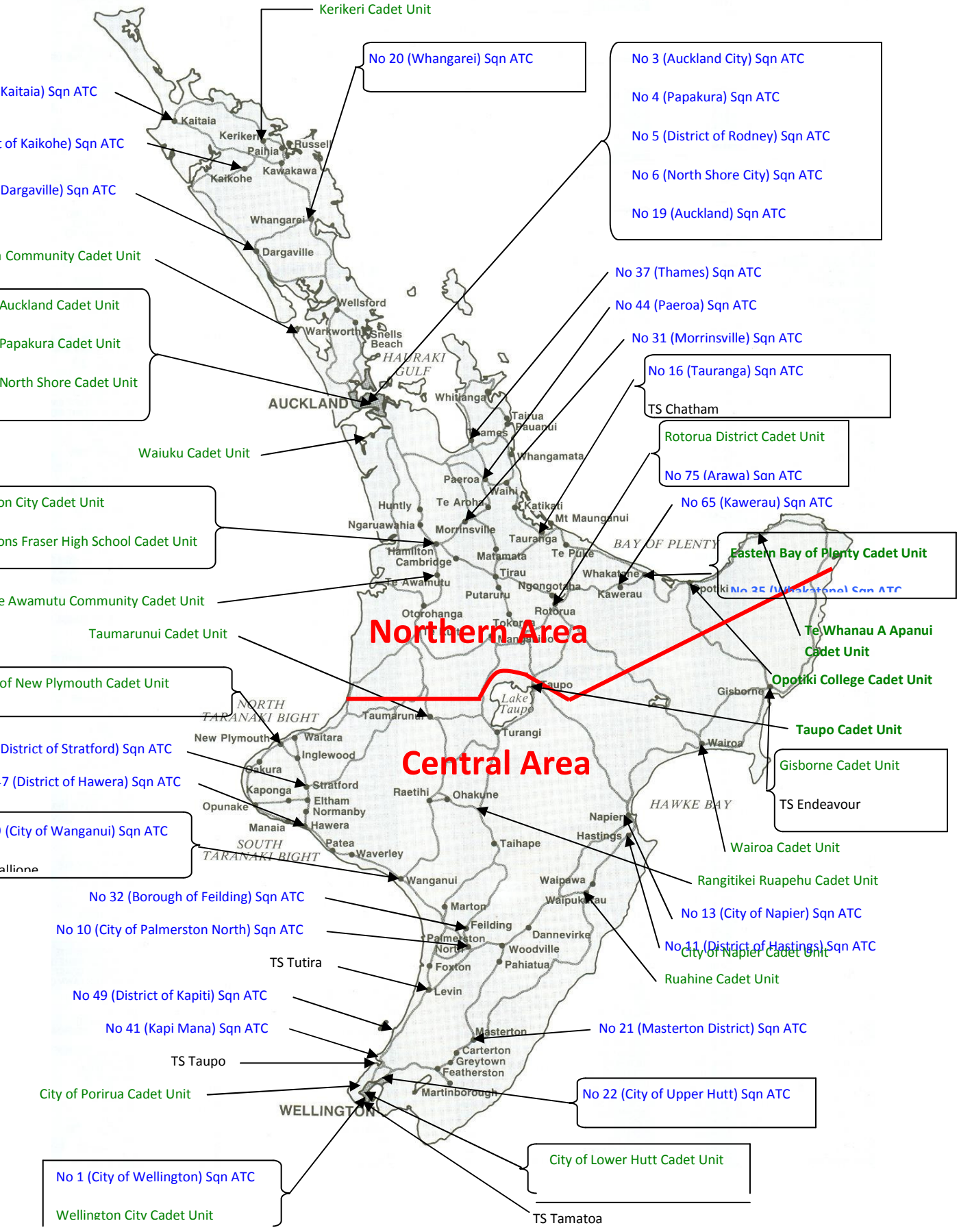
How do you get involved in the programme?

You Unit commander is your first reference point and they can direct you to the IACE contact in New Zealand.

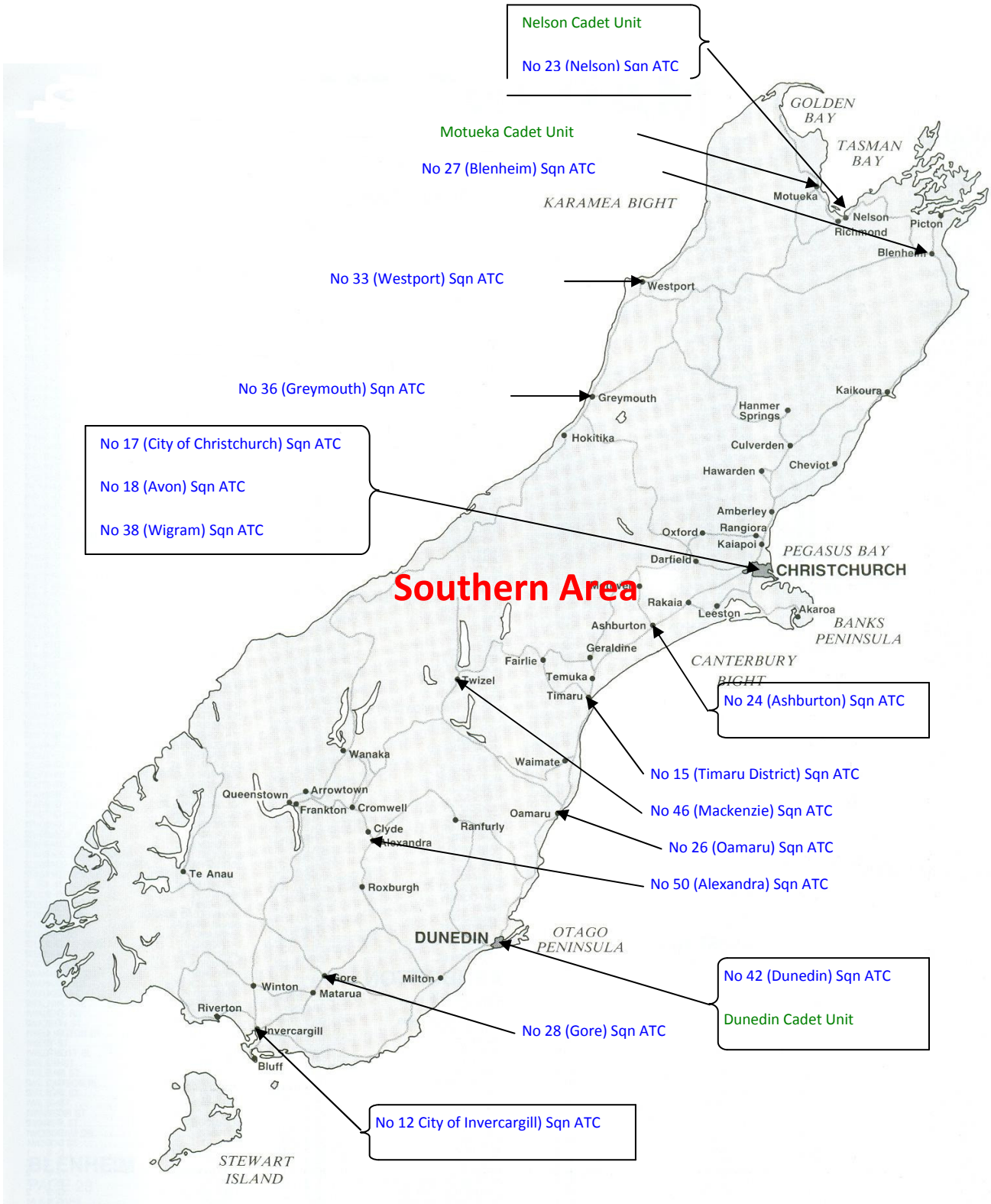
Application forms can be obtained from your Unit. They can also be down loaded from the IACE web-site www.iacea.com Note that there is an ‘a’ added to the ‘iace’ in the web address.

Location of other NZCF Units.

Location of North Island Units



Unit Locations South Island



General Service Knowledge (GSK)

24096 EL 1.1 HEADQUARTERS JOINT FORCES NEW ZEALAND (HQ JFNZ)

RESPONSIBILITIES AND FUNCTIONS

Headquarters Joint Forces New Zealand (HQ JFNZ) was established at Trentham on 01 July 2001 to support the Commander Joint Forces New Zealand (COMJFNZ) in his command of assigned forces. These forces essentially include all deployable NZDF Force Elements.

COMJFNZ is responsible to CDF for operational-level command and control of all joint and/or combined (international) operations and exercises. In practice, this means virtually all NZDF operations and major exercises. The Headquarters also supports COMJFNZ and the three component commanders in the planning for, and command and conduct of, various tactical-level operations and exercises.

This especially concerns activities by RNZN and RNZAF elements where there is often no intermediate tactical-level headquarters between HQ JFNZand individual Force Elements.

The Service Chiefs of Staff continue to command their own Services in their primary role of raising, training and sustaining their Service. In effect, the Chiefs of Staff are responsible for generating and sustaining NZDF military capabilities and COMJFNZ is responsible for employing such capabilities on operations (and major exercises).

The three single-Service component commanders: the Maritime Component Commander (MCC), the Land Component Commander (LCC), and the Air Component Commander (ACC), are responsible to COMJFNZ, and their respective Service Chiefs, for generation and sustainment of that Service's capabilities. This particularly includes bringing assigned forces to their Directed Level of Capability (DLOC). The component commanders also play an important part in planning and supervising NZDF operations and collective training - through their high-level advice to COMJFNZ and HQ JFNZ staff, their input to headquarters planning processes, and their technical control of operational standards, safety, doctrine and preparedness reporting.

As well as supervising the conduct of operations and exercises, the headquarters undertakes operational-level contingency planning and implements the NZDF exercise and activity programme.

STRUCTURE

The headquarters is a joint (tri-Service), operational-level organisation and replaced the three Service operational command headquarters. All staff in the headquarters support both COMJFNZ and the three component commanders. This integrated structure also allows the headquarters to function as a single point of contact for HQNZDF, other government departments and agencies, and allied and other foreign operational-level joint headquarters.

HQ JFNZ is structured as an integrated headquarters organised on functional rather than Service environment lines. Headquarters staff branches and associated centres are configured using the international common staff system to avoid duplication of activity and enable greater inter-operability with allies and friends.

The main parts of the headquarters are:

- The Command Group (J00) incorporating COMJFNZ, the three component commanders, their small personal staffs and the headquarters' legal staff;
- Joint Co-ordination Branch (J03) which provides corporate services, administrative, security, public affairs, protocol and information technology support to the headquarters itself; and
- the staff branches.

The staff branches contribute to headquarters planning mechanisms and provide, control or co-ordinate support to assigned forces as follows:

- **Joint Personnel Branch (J1)** - personnel and health services support, including the Deployed Personnel Support Centre (DPSC) directly supporting the NZDF's smaller overseas contingents;
- **Joint Intelligence Branch (J2)** - intelligence and counter-intelligence support, including operation of the inter-departmental Maritime Intelligence Coordination Centre (MICC);

- **Joint Operations Branch (J3)** - day-to-day supervision of current and ongoing NZDF operations, exercises and other activities, including operation of the inter-branch Joint Watch Centre (JWC);
- **Joint Logistics Branch (J4)** - integrated logistic support;
- **Joint Plans Branch (J5)** - contingency plans, longer-term operational plans and annual programmes, including the planning of exercises;
- **Joint Communications and Information Systems Branch (J6)** - integrated communications and information technology support;
- **Joint Training Co-ordination Branch (J7)** - NZDF training programmes, including the NZDF Master Activity Schedule (MAS) and liaison with allies and friends on combined training and inter-operability matters;
- **Joint Development Branch (J8)** - operational preparedness evaluation and reporting, the development and supervision of operational-level doctrine, operational standards and safety policy, and the headquarters' interaction with wider NZDF capability development processes; and
- **Joint Finance Branch (J9)** - financial advice and budgetary management services.

24096 EL 1.1 **HEADQUARTERS NEW ZEALAND DEFENCE FORCE**

HQ NZDF is structured to provide staff, advice, and support to the Chief of Defence Force (CDF) to enable the discharge of CDF's responsibilities, authorities and accountabilities to the Minister of Defence. A number of specialist advisers and staffs provide services and advice to the CDF and are detailed here.

a) Deputy Chief of Defence Staff

- Directorate of Strategic Plans
- Directorate of Defence Intelligence and Security
- Inspector General
- Directorate of Services
- NZDF Defence Advisers/Attachés
- Directorate of Coordination

b) Corporate Finance

- Finance Plans Directorate
- Finance Branch
- Treasury Directorate
- Directorate of Risk and Assurance

c) Development Branch

- Defence Technology Agency

d) Personnel Branch

e) International Defence Relations Branch

- Mutual Assistance Programme

f) Communications and Information Systems Branch

- Joint Information Services Agency
- SAP Support Group
- Directorate of Joint Command, Control, Communications and Information Systems

g) Legal Services

h) Military Policy Development

i) Public Relations and Communications

24096 EI 1.3 **Structure of the RNZAF**

Background

The RNZAF is a critical component of the NZDF and New Zealand's security posture. It provides a military air capability that meets the requirements of the New Zealand Government; a capability that is characterised by its swift response, its long reach and ability to adapt to a range of contingencies. Our air capabilty incorporates a joint operational focus based on air power doctrine and will be near the forefront of technological developments.

To operate the aircraft and equipment the RNZAF teams demands people to that are motivated, skilled, honest and loyal. It takes people that are responsible and who take great pride in their service and their allegiance to New Zealand. As a member of the RNZAF they are prepared to protect the security interest and people of New Zealand. RNZAF personnel have the opportunity to experience the world in a way few other people can. No matter what role they are in, people will never find another profession quite like it.

While the RNZAF can be considered to be small in terms of the range of roles it undertakes and the number of aircraft it operates, especially when compared to other armed forces, it prides itself on being an air force that aims to be judged as the best in every aspect of its operation.

Structure

The RNZAF's permanent facilities are structured around the three Air Force bases in New Zealand and the Air Staff at Wellington. Today's Air Force has just three bases, two in the North Island - Auckland, Ohakea, and Woodbourne at the top of the South Island. Each base is home for units unique to that base, and can host other units moving to that location on a temporary basis for exercises or operations.

A Base is a self-contained community with its own power, water reticulation, accommodation for work and domestic purposes, and has recreational facilities. Each base has a number of Defence Houses, some located within the perimeter of the base and some off base.

The RNZAF Air Staff is accommodated within the New Zealand Defence Headquarters in Defence House Stout Street, Wellington and the Freyberg Building. This is purely office accommodation and personnel are domiciled either in their own private residences or at the NZ Army Camp at Trentham.

The day-to-day operations of the RNZAF are directed by the Air Component Commander at the New Zealand Defence Force Joint Headquarters located at Trentham (Wellington).

The RNZAF Museum is located on Defence land which formed part of the previous Wigram Air Force Base at Christchurch.

Air Force flying operations are conducted by five operational and two training flying squadrons. The RNZAF has an aircraft inventory of 28 combat and 21 training aircraft. Personnel strength is around 2260 (uniformed) and 385 (civilian staff).

Despite its compact nature, the RNZAF's mission takes aircraft and personnel around the world. There is usually at least one aircraft, crew and sometimes support personnel somewhere in the South Pacific, South East Asia, or on the way to/from the United States or Europe. Each summer season a number of Hercules flights are conducted to the Antarctica in support of the NZ scientific research programme.

Regular deployments of operational units to the South Pacific, Australia and South East Asia are made as part of the New Zealand Defence Force mission. Individual members of the Service often travel to overseas countries to receive specialist training.

24096 EI 1.4 **Ranks in the RNZAF**

Note – NCO flight crews wear a stylised eagle insignia incorporated into the top of their rank insignia.

While undergoing initial training under 18 year old recruits wear a metal ring with crossed lines on their shoulder slides. These people are routinely referred to as “Wheelies”. Once they reach 18 their shoulder slides are replaced with blank slides as worn by adults.

24096 El 1.5 **Location and role of Royal New Zealand Air Force bases and their associated squadrons.**

Headquarters and Bases

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Base Auckland

Located near the upper reaches of the Waitemata Harbour (20 minutes drive north of Auckland city) and comprises Whenuapai and Hobsonville airfields and support facilities. Hobsonville was established as a sea-plane station in 1928. It was the RNZAF's primary flying boat base in New Zealand until 1967. Construction of Whenuapai as a base for Wellington bomber aircraft began in 1937.

Post World War II Auckland became a centre for RNZAF transport and maritime squadrons. From 1945-1965 Whenuapai was also Auckland's civil international airport. These two independent bases were integrated in 1965 to form RNZAF Base Auckland. Hobsonville closed in 2003 and units transferred to Whenuapai and Ohakea

Today, with a personnel strength of around 1,100, Base Auckland is the home for:

- No.6 Squadron - (Seasprite) Supports the Naval Squadron
- No.5 Squadron (Orion) carries out maritime surveillance and anti-submarine patrols
- No.40 Squadron (Hercules and Boeing 757) is the transport squadron
- RNZAF Parachute Training and Support Unit,
- training school for Air Force police dogs,
- RNZAF Aviation Medicine Unit.

Base Ohakea

Located 22km West of Palmerston North, RNZAF Base Ohakea is one of the three Air Force bases. Ohakea opened in September 1939 as one of two bases for the Wellington bomber aircraft on order for the RNZAF.

During World War II, Ohakea was the Air Force's main training base for aircrew undergoing operational conversion on fighters, observers/navigators for medium bombers and air gunners. After World War II, Nos 14, 42 and 75 Squadrons were reformed at Ohakea, and the Repair Depot relocated from Hamilton.

Since WWII Ohakea was the RNZAF's Strike base with Nos 14 and 75 Squadrons resident. A long time resident, No.42 Squadron was relocated to Whenuapai in 1984 to allow the reformation of No.2 Squadron to Nowra (NSW Australia) in 1991.

In 1993 RNZAF flying training previously carried out at Wigram by the Pilot Training Squadron and the RNZAF's Central Flying School was moved to Ohakea. Also in 1993 a new aviation wing of the RNZAF Museum was opened at Ohakea. Including students undergoing various courses, Ohakea has personnel strength of around 630.

No 3 Sqn (Helicopters) is now based here having re-located from Hobsonville.

Base Woodbourne

Located 8km west of Blenheim at the top of the South Island, Woodbourne was established in 1939 as the base for No.2 Service Flying Training School (No.2SFTS). Also located nearby during WWII were the ground training camps of the Delta.

In 1942-43, Kittyhawk Fighter Squadrons used the satellite Fairhall field. In 1945 No.2 SFTS was closed and the RNZAF Central Flying School and some ground training units, including the Officers' School of Instruction were relocated to Woodbourne. In 1949, The Aircraft Repair Depot RNZAF was relocated from Ohakea, and in 1951 the Boy Entrant School was established at Woodbourne.

Today, Woodbourne is the Air Force's only support base. Units at Woobourne are responsible for the training of recruits, initial officer training, trade training and command training.

The Ground Training Wing was created in 1995 from existing units at Woodbourne and those relocated from Wigram and Hobsonville. Also at Woodbourne is the Air Force's only heavy maintenance facility for the repair of aircraft airframes, engines and avionics systems this unit was commercialised in 1998 and is now managed by SAFE Air Ltd.

With a typical student population, Woodbourne has personnel strength of around 1,250. This comprises 700 service personnel and 100 civilians, while around 450 contractor's staff operate the Repair Depot and provide essential support services such as catering

24096 EI 1.6 **Current RNZAF Aircraft and their roles**

P3-K ORION

Aircraft	P-3K Orion
Manufacturer	Lockheed (USA)
Powered plant	Four Allison T56-A 14 engines, (4,600 shaft horsepower).
Length	36m (117ft)
Wingspan	30.4m (99ft)
Height	10.3m (34ft)
Basic weight	30,450kgs (67,000lbs)
Gross weight	54,950kgs (127,500lbs)
Max fuel	27300kgs (60,000lbs)
Cruising speed	630km/h (340kts)
Ferry range	approx 7,100km (3,850NM)
Typical performance	Radius of action of 1,850km (1,000NM) with 4 hours on station. Endurance of 15 hrs with two engines shut down to conserve fuel. Note: All performance figures for still air, ISA conditions with standard fuel services.
Crew	Normally 11 comprising of two pilots, two flight engineers, two navigators (including tactical co-ordinator), one air electronics officer and three air electronics operators, one air ordanceman. Can carry a maximum of 20 personnel including crew.
Fleet History	The RNZAF currently operates six P-3K Orions. It took delivery of five P-3B Orions in 1966 (NZ4201 - NZ4205). In 1985 an ex-RAAF P-3B was purchased (NZ4206)All six Orions were upgraded (avionics and radio systems) under project RIGEL in the early 1980s. Following the upgrade the designation P-3K has been applied to these aircraft.

C130H Hercules

Aircraft	C-130H Hercules
Manufacturer	Lockheed (USA)
Power plant	4 x Allison T56-A-15 engines (4,910 shaft horsepower)
Length	29.8m(98ft)
Wingspan	40.5m (133ft)
Height	11.7m(38ft)
Basic weight	34,927kgs (77,000lbs)
Gross weight	70,307kgs (155,000lbs)
Max payload	17,250kgs (38,000lbs)
Max fuel	28,540kgs (62,920lbs)
Ferry Range	Approx 7,400km (4,000NM)
Typical Range	Range of approx 4,100km (2,200NM) with payload of 12,700Kgs (28,000lbs)
	Note: All performance figures for still air, ISA conditions with standard fuel reserves
Cruising speed	555 km/h (300kts)
Operational altitude	Sea level - 12,802m (42,000ft)
Crew	Two pilots, one navigator, 1 flight engineer one loadmaster
Passenger Configuration	92 Troops or 64 Paratroops
Medivac Configuration	74 stretchers
Freight Configuration	6 cargo pallets
Fleet History	The RNZAF currently operates five C-130 Hercules. It took delivery of the first three Hercules (NZ7001 - NZ7003) in 1965 These were the first C-130H production models off the Lockheed production line. A further two C-130H, (NZ7004 - NZ7005) were added in 1969.

UH-1H Iroquois

Aircraft	UH-1H Iroquois
Manufacturer	Bell
Power plant	One Lycoming T53-L13B engine(1,400SHP derated through the transmission to 1100SHP)
Length	17.27m (57ft) with rotors turning
Width	2.8m (9ft 3in) fuselage
Height	4.4m (14ft 4in) fuselage
Basic weight	2,600kgs (5,800lbs)
Gross weight	4,300kgs (9,500lbs)
Max underslung load	1,045kgs (2,500lbs)
Cruising speed	195-205km/h (105-110kts)
Typical performance	Max range of 370km (200NM), 682km (370NM) with auxiliary fuel tank. Note: All performance figures for still air, ISA conditions with standard fuel reserves.
Crew	Two pilots, one helicopter crewman
Capacity	• Nine passengers or, • five troops with full packs or, • seven troops in light order.
Equipment	• Rescue winch 270kg (600lbs) max load. Cable length 76m (250ft) • Nightsun searchlight (30 million candle power) • Night vision goggle capability
Armament	2 x M60D 7.62mm machine guns

Fleet History	The RNZAF currently operates 14 Iroquois helicopters. Five UH-1D (NZ3801- NZ3805) were delivered in 1966. A further nine UH-1H (NZ3806 - NZ3814) were delivered in 1970. A further UH-1H (NZ3815) were delivered in 1976. The UH-1Ds were progressively upgraded to UH-1H standard during the mid 1970s. Two ex-US Army UH-1H attrition airframes were purchased in 1996. One has been brought into service as NZ3816
Fleet Losses:	• NZ3810 crashed 27 April 1972 • NZ3813 crashed 31 March 1995

Beech King Air B200

Aircraft	Beech King Air B200
Manufacturer	Raytheon
Power plant	Two Pratt & Whitney PT6A-42 Reverse Flow, Free Turbine Engines rated at 850 Shaft Horsepower each, with four bladed Hartzell/Raisbeck propellors
Length	13.33m (43ft 9in)
Wingspan	16.61m (54ft 6in)
Height	4.57m (15ft)
Basic weight	3,700kgs (8,158lbs)
Maximum Take Off weight:	5,670kgs (12,500lbs)
Max payload:	2,010kgs (4,432lbs)
Max range:	3,635km (1,974NM)
Speed range:	500 - 530km/h (270 - 289kts)
Maximum Operational altitude:	Sea level to 10,668m (35,000ft)
Endurance	Five persons, nominal baggage and fuel = 5 hours 30 minutes
Crew	Two pilots for transport operations. One instructor pilot and student pilot for multi-engine pilot training. The King Air is cleared for single-pilot (IFR) operations

B47G-3B-2 SIOUX

Aircraft	**B47G-3B-2 Sioux**
Power plant	**One Lycoming flat 6 piston engine (260HP) or One Lycoming TVO-435 (280HP)**
Length	**9.9m (32ft, 6in)**
Rotor diameter	**11.32m (37ft, 2in)**
Height	**2.82m (9ft, 3in)**
Weight	**1,338kgs (2,950lbs) max take-off**
Max speed	**168km/h (91kts)**
Service ceiling	**3,048m (10,000ft)**
Crew	**Instructor and student**
Fleet History	**The first helicopters to be flown by the RNZAF, six B47G-3B-1 (NZ3701 -NZ3706) were delivered in 1965. Seven B47G-3B-2 (NZ3707 - NZ3713) were purchased in 1968 and delivered during 1970. The five remaining Sioux in RNZAF service are all B47G-3B-2.**
Fleet Losses	• **NZ3711 crashed 15 November 1971** • **NZ3707 crashed 02 April 1974** • **NZ3703 crashed 30 June 1977** • **NZ3701 crashed 19 January 1979** • **NZ3709 crashed 11 November 1983** • **NZ3710 crashed 16 July 1985** • **NZ3704 crashed 16 January 1987**

CT-4E Airtrainer

Aircraft	CT-4E Airtrainer
Manufacturer	Pacific Aerospace Limited (PACL)
Power Plant	1 x Textron Lycoming AEIO 540 (develops 300hp)
Length	7.15m (23ft,5in)
Wingspan	7.92m (26ft)
Wingspan	2.56m (8ft, 5in)
Weight	Basic Weight empty 773kgs (1,700lbs)
Cruise speed	278km/h (150kts)
Max speed	302km/h (163kts)
Service ceiling	5,4450m (18,200ft)
Max range	540NM (1,000km)
Fleet History	The RNZAF took delivery of the first of 13 leased CT-4E Airtrainers (NZ1985 - NZ1997) in August 1998. The 13th aircraft was delivered in June 1999

Boeing 757-200

Aircraft	Boeing 757-200
Manufacturer	Boeing (USA)
Power plant	2 x Rolls Royce RB211535E4/4B turbofans
Length	47.32m
Wingspan	38.05m
Height	13.56m
Basic weight	57,180kgs
Gross weight	115,680kgs
Max payload	32,755kgs
Max fuel	43,490L
Cruising speed	Mach 0.8 (850km/h at 10,675m)
Fleet History	40 Squadron RNZAF currently operates two Boeing 757 200 aircraft. The fleet undertakes operations to many points around the globe and flies a varied mission profile. The Boeing 757 provides a very flexible and reliable airtransport capability which enables the NZDF to achieve its objectives.

NH90 Helicopter

NH90 Frequently Asked Questions

Why does the RNZAF need new helicopters?

The RNZAF Iroquois fleet has been in service for 40 years. The Iroquois no longer offers the load carrying capacity, self-protection, communications or navigation equipment required and available in a modern aircraft. The lack of capacity and capability increases the risk in military helicopter operations and limits the service the RNZAF helicopters can provide.

What is the NH90?

The NH90 is an advanced medium utility helicopter, capable of undertaking a wide variety of roles. It was developed to meet a European requirement to replace a range of aging helicopters. The NH90 is a product of more than 10 years of development and testing to meet stringent capability and low maintenance requirements.

Why was the NH90 chosen as the new helicopter?

The NH90 is a modern helicopter, which will form the cornerstone of the New Zealand Defence Force capability over the next 30 years. The helicopter incorporates new and sustainable technologies and will ensure greater compatibility with our security partners. The NH90 represents a substantial improvement on the Iroquois and will provide the NZDF with a contemporary, highly capable and deployable helicopter.

How many NH90 helicopters will the RNZAF get?

The Minister of Defence has signed a contract with NH Industries for the purchase of eight NH90 helicopters.

What will be the role of the NH90?

The NH90 will be used for frontline military and civil operations. It has the capability to support ground operations, counter terrorism, disaster relief, search and rescue and counter-drug operations. Police,

Customs, Maritime NZ, Civil Defence, Foreign Affairs and Trade and NZAID and the Department of Conservation all will be able to make effective use of the NH90.

Is the NH90 compatible with other Defence Equipment?

The NH90 can carry up to 12 fully equipped soldiers or up to 19 lightly equipped passengers and lift an Army Light Operational Vehicle. Up to four NH90S will be able to be transported aboard the new Navy, Multi Role Vessel. The NH90 can be deployed by C130 Hercules aircraft, or self-deploy to Australia and most of the Pacific Islands.

How much will they cost?

The fleet of eight NH90s will be acquired with a logistics and support package which includes a range of ongoing provisions for spare parts, project costs, training, software, publications support and equipment. The total cost of eight NH90s and the full support and logistics package is $771million. The support and logistics costs represent over a third of this total. The budget for the helicopter project has been allocated through the ten-year Defence Long Term Development Plan.

The final cost of the aircraft reflects a number of factors including the downward movement of the New Zealand dollar over the last year.

24096 EI 1.7 **An introduction to selected careers in the RNZAF**

Careers in the Air Force can be roughly split into four different areas. These are Aircrew, Ground Officers, Technical Trades and Non-Technical Trades. Whatever you choose to do, we'll train you with world class training techniques and standards, helping you every step of the way.

(1) Aircrew

PILOT

WHAT YOU'LL NEED TO APPLY:

YOU MUST BE 17 YEARS OR OLDER
A MINIMUM OF 18 NCEA LEVEL 2 CREDITS IN ENGLISH, MATHEMATICS AND A SCIENCE SUBJECT, PREFERABLY PHYSICS
EYESIGHT RESTRICTIONS APPLY
YOU MUST BE A NZ CITIZENSHIP, OR A CITIZEN OF AUSTRALIA, CANADA, THE UNITED KINGDOM OR UNITED STATES OF AMERICA WITH NZ PERMANENT RESIDENCE

YOUR ROLE
As a Pilot you'll specialise in either helicopters or multi-engine fixed wing aircraft, and then focus on a specific aircraft type once you've completed pilot training. Initially, you'll fly operationally as a co-pilot, but with further training and experience you'll soon make the leap to becoming a fully qualified aircraft captain or flying instructor. As an Officer, you'll also be required to perform military command and leadership duties, and with additional training go on to fill a senior command or executive role.

FLYING DUTIES
Once you've completed pilot training, you'll concentrate on flight planning, navigation and flying of a specific aircraft type. In the RNZAF, this could be any of the following aircraft:

- **UH-1H** Iroquois helicopter - used for tactical air mobility, search & rescue, medical evacuation, civil defence & disaster relief tasks, and support to counter-terrorist operations.
- P-3 Orion - marine patrol aircraft vital in Exclusive Economic Zone (EEZ) surveillance, resource protection, search & rescue and disaster relief reconnaissance tasks, and providing protective support for peace missions or other military operations.
- C-130H **Hercules & Boeing 757 - the two aircraft we use for strategic and tactical air transport, medical evacuation, disaster relief, civil defence, VIP transport tasks and support for peace missions, the New Zealand Antarctic Programme and other military operations.**

INSTRUCTOR DUTIES
After gaining experience as an aircraft captain you'll be expected to complete the Flying Instructor Course. Once you've graduated from this, you'll be posted to our Pilot Training Squadron to instruct trainees on the Pilot Course. And the more experienced you become, the bigger your chances of flying the Air Force's fleet of historic aircraft, participating in the Red Checkers aerobatic team or, of course, training other pilots to become instructors.

OFFICER DUTIES
As an Officer, you'll be expected to undertake the full range of duties associated with military service. Which means that in addition to flying operations you'll be responsible for, say, running a sports or hobbies club,

supervising accommodation for junior personnel, or being a member of the Officer's Mess Committee. Many Officers also take on the challenge of a staff post where they may work on important projects such as planning military exercises, managing flying unit assignments or supervising the introduction of new equipment on base.

FLIGHT COMMANDER DUTIES

After qualifying as a Flying Instructor, you can be employed as an executive on a flying unit. As a Flight Commander or Commanding Officer you'll be responsible for a wide range of personnel, taking care of their appraisal, counselling and discipline, as well as managing unit budgets.

NAVIGATOR

While the pilot focuses on flying, the navigator leads the way - literally. You'll be a tactical specialist with responsibility for task management, communications and managing time, distance and speed. As an essential part of any aircrew, you'll also provide specialist guidance and advice before, during and after operations on the task.

AIR ELECTRONICS OPERATOR (AEOP)

Air Electronics Operators (AEOPs) are the eyes and ears of our Orion long range maritime aircraft, responsible for reading and maintaining sensitive electronic equipment from radar to onboard weapons systems

WHAT YOU'LL NEED TO APPLY:

- You must be 17 years or older
- A minimum of 12 NCEA Level 2 credits in English, Mathematics and a Science subject, preferably Physics
- NZ citizenship (some exceptions may apply for citizens of Australia, Canada, United Kingdom and United States of America)

YOUR ROLE

As an Aircrew member, you'll operate ultra-modern equipment on board the Orion, including radar, magnetic anomaly detector (for location of submarines beneath the water), infrared camera and video, electronic surveillance and acoustic equipment. You'll also operate communication equipment between other air and ground stations. The full aircrew of the Orion comprises 12 personnel, of which four are AEOPs.

Tasks

To help achieve all types of missions, such as search and rescue, patrolling, exercise flying and operational tasking, you'll be required to operate a range of equipment on the Orion:

Radios - you'll use a variety of radios on board the Orion including High Frequency (HF), Very High Frequency (VHF) and Ultra High Frequency (UHF) radios. These are used to communicate with other aircraft, land-based tasking authority, and military and civilian surface vessels.

Radar - you'll use the Orion radar to locate surface and airborne contacts, and provide the flight deck with land and weather avoidance. Locating all surface contacts is vital to the success of all missions, especially in a search and rescue situation involving human life.

Magnetic Anomaly Detector (MAD) - detecting the presence of underwater contacts is also part of your role.

Identification Friend or Foe (IFF) - you'll use the IFF system to identify civilian and military aircraft and surface vessels.

Infrared detection System (IRDS) - this gives you the ability to locate contacts via heat emission, essential during night operations or when visibility is reduced, especially in a search and rescue situation.

Electronic Surveillance Measures (ESM) - Your way of locating radar emissions from other aircraft and vessels.

Link - You'll use Link to communicate data contact information between ground, airborne and surface vessels via the radio on board.

Acoustics - The Sonobuoy Acoustic Processing System (SAPS) helps you listen to sound underwater, assist locating acoustic emissions from surface and subsurface contacts, and assist with water currents and drift during search and rescue missions.

Additional tasks

You will also be expected to carry out tasks common to all aircrew positions, including flying support, human and crew resource management, teamwork, mission support, and aircraft related tasks such as monitoring of aircraft systems and emergency procedures.

FLIGHT STEWARD

You'll have a wide range of duties onboard the Boeing 757, and be responsible for the safety and comfort of passengers, provide VIP services and complete other aircrew duties

PARACHUTE JUMP INSTRUCTOR

An exhilarating career instructing military parachuting from conducting static line courses to advanced free fall training to performing as part of Kiwi Blue - the parachute display team. All applicants must hold a NZPF Jump-Master rating and 'D' licence or international equivalent or completed military parachute jump training.

j) Ground Officers

ENGINEERING OFFICER

Engineering Officers are responsible for managing the maintenance of all our aircraft and their systems. It's a tough, often hands-on job that requires real problem solving and organisational skills and a keen eye for detail, as well as specialist qualifications before you even start.

WHAT YOU'LL NEED TO APPLY:

- You must be 17 years or older
- A Level 5 Diploma in Engineering (Aeronautical or Electrical), or preferably a Degree in Engineering, Science or Technology with majors in Mechanical, Aeronautical, Electrical Engineering or Mechatronics.
- Training in both Mechanical and Electronic subjects, Microprocessor and Software Training, or Aircraft Structural Design and Fatigue subjects is a specialist advantage
- NZ citizenship (or a citizen of Australia, Canada, United Kingdom or United States of America)

YOUR ROLE

As an Engineering Officer you'll actively manage the maintenance of Air Force aircraft and their mechanical, avionics and armament systems. You'll be responsible for the safety, airworthiness and availability of aircraft, which means you'll need to be flexible across all areas of Engineering, as the range of disciplines involved

with the Air Force covers some very complex and specialist fields. You'll also be responsible for safety and management of personnel and resources. Other duties could also mean you're involved in the research and development of aircraft and equipment modifications, planning tasks and schedules, budget and financial management design of structural repairs, or monitoring engineering standards. Don't worry, you'll receive world-class training for every aspect of Engineering you're asked to cover, and have plenty of opportunity to specialise.

Officer Duties

As an Officer, you'll be expected to undertake the full range of duties associated with military service. Which means that in addition to Engineering operations you'll be responsible for, say, running a sports or hobbies club, supervising accommodation for junior personnel, or being a member of the Officer's Mess Committee. You'll also undertake routine military duties such as parades and Base duties, and be responsible for the personnel under your command including appraisal, counselling and discipline, organisation and management of your unit, and management of budgets, and the production of Service correspondence. Further than this, you have four main areas to cover;

Flying Squadrons

Each Flying Squadron has a maintenance section led by an Engineering Officer known as the Maintenance Flight Commander (MFC). With a large squadron, they will usually be aided by a junior Engineering Officer. The MFC's role is to manage the day-to-day maintenance of the squadron's aircraft, a combination of both scheduled preventative and routine maintenance, and unscheduled repairs. To do this you need a balance of forward planning and the ability to think on your feet as priorities change. You also need to have good problem solving skills and be able to make sound decision in pressure situations.

When aircraft are deployed from their parent base, either to another location in New Zealand or overseas, the MFC often accompanies the aircraft with a team of technicians to conduct maintenance during operations. Most junior Engineering Officers are eager to get a posting to a Flying Squadron because of the diverse, challenging and fulfilling nature of the work involved.

Base Engineering Squadrons

Each RNZAF base has specialist engineering squadrons to perform more in-depth maintenance on aircraft and components. Although not as "glamorous" as operating with a Flying Squadron, your work is equally demanding both in terms of engineering knowledge and managing personnel and resources. Each Base Engineering Squadron has a senior Engineering Officer in charge and one or two junior engineers to look after various workshops.

For example RNZAF Bases Auckland and Ohakea have:

An Avionics Squadron, for servicing aircraft instruments, radios, radar and a variety of other avionics equipment;

A Maintenance Support Squadron, with workshops for engines, hydraulics, tanks, tyres, aircraft skin repairs, survival equipment such as liferafts and parachutes, and aircraft painting;

An Armament Unit, for servicing weapon systems, bomb racks, ejection seats and guns, and;

Support facilities, for manufacturing and repairing aircraft parts and support equipment made from metallic materials, composites or wood,

Engineering Staff Officers

If you're an Engineering Officer posted to a staff position you'll act as an airworthiness controller. You'll be involved in:

- Evaluation of new equipment and aircraft
- Contract negotiation
- Quality assurance

- Processing of aircraft and equipment modifications
- Research into engineering problems & new technology

You'll maintain contact with overseas air forces and manufacturers and provide advice on matters ranging from aircraft maintenance through to budgets, personnel training and aircraft operations.

Other Engineering Roles

As your career progresses you may be expected to perform a wide variety of other engineering roles. Engineering Officers are often appointed to projects involving the modernisation, or purchase of new aircraft and equipment. Recent examples include the C-130 Hercules and P-3 Orion upgrade programs and the Light and Medium Utility Helicopter replacement program. A significant amount of Air Force engineering work is contracted out to civilian companies, so you may be asked to represent the Air Force at the major contractor sites. You can also become involved in the technical training of avionics and aircraft tradesman.

SECRETARIAL OFFICER

As a secretarial officer you'll help oversee administration and personnel across all areas. You'll often provide personnel policy advice and develop your skills across a wide range of human resource roles.

LOGISTICS SUPPLY OFFICER

Who, what, why, when, how and where...as a Logistics Supply Officer in the Air Force you'll need to have the answers to all these questions and more, as you'll be responsible for the movement and management of all military hardware, supplies and personnel. It's a varied and rewarding role that demands you think on your feet. Are you ready to Bring It On...?

WHAT YOU'LL NEED TO APPLY:

- You must be 17 years or older
- A Diploma in Business Studies, Commerce, Logistics or Supply Chain Management or other relevant management qualification
- To be more competitive a Bachelor Degree in the above
- NZ citizenship (or a citizen of Australia, Canada, United Kingdom or United States of America)

YOUR ROLE

The Logistic branch is one of the principal "think tanks" of the Air Force, with a diverse range of duties including operations, logistics planning and support, supply chain and contract management, air movements and freight distribution, managing vehicle fleets and distribution of aviation fuel. As well as sound problem-solving skills and overseeing teams of personnel, you'll be working with sophisticated accounting systems and inventory management systems to rival modern business.

The Air Force makes extensive use of commercial partnerships with external industry, which means contracting and contract management are also an important aspect of your role, and you may be required to support aircraft operations both here and overseas.

Officer Duties

As an Officer, you'll be expected to undertake the full range of duties associated with military service. Which means that in addition to Logistics operations you'll be responsible for, say, running a sports or hobbies club, supervising accommodation for junior personnel, or being a member of the Officer's Mess Committee. You'll also undertake routine military duties such as parades and Base duties, and be responsible for the personnel under your command including appraisal, counselling and discipline, organisation and management of your unit, management of budgets and the production of Service correspondence.

Duties

You'll be involved across the various spheres of logistics, including those in direct support of military aircraft operations here and overseas, staff and policy appointments with the Service HQ, as a purchasing and liaison officer in overseas locations, and overseeing the introduction of new aircraft and equipment systems. All these duties will involve leading groups of specialist personnel, occasionally within physically and professionally challenging situations.

Your main roles will include:

Operational Support

- Operational Logistics Planning - developing logistics plans to deploy, sustain and safely return home Air Force aircraft and personnel on operations around the world
- Air Movement Terminal Operations - on base and elsewhere as part of a team. You'll help to ensure all passengers and freight meet regulations for air transportation, which includes providing correct documentation, assembly and processing of people, and safe loading & unloading of freight
- Operational Logistics - you'll help manage equipment on operations. This includes scheduling maintenance and deployment of equipment, and seeking funding replacement of equipment
- Deployable Bulk Fuel Installations (DBFI) - helping to ensure our aircraft have enough aviation fuel at all times

Logistics Support

- Aeronautical Procurement - sourcing aeronautical material from approved suppliers and ensuring it is up to scratch
- Maintenance Repair and Operating (MRO) requirements - planning the replacement and overhaul of aircraft sub-systems
- Warehousing and Spares Handling - ensuring that sufficient stock is maintained for the flow of goods between bases and overseas, including the preparation, packing, shipping and receipt of all freight
- Force Element Support - ensuring the necessary equipment and supplies to keep squadrons operational are on hand at all times
- Aviation refuelling and Fuel Quality Control - managing and administrating the delivery of fuel to all aircraft, a role which requires specialist training
-
- Procurement
- Purchasing - you may fulfil the role of Purchasing Manager, leading a team of people and dealing with suppliers to cover all the non-technical materials required by the Air Force - from buying coffee cups to provision of airport support services for our aircraft around the world
- Contracting/Procurement - you may also act as a contract and relationship manager, responsible for directing everything from the provision of aviation fuel to the provision of flight training for aircrew
- Capital Project and Acquisitions - offering specialist advice on Air Force equipment needs and purchasing

AIR SECURITY OFFICER

To ensure the safety of all personnel and aircraft, you'll manage and implement security procedures. You may also oversee personnel across a wide range of duties, including ceremonial or drill matters.

WORKS OFFICER

You'll be involved in various aspects of the management, maintenance and replacement of Air Force facilities, building and property. You'll also be involved with contracting, planning and real estate management

COMMUNICATIONS AND INFORMATION SYSTEMS OFFICER

Communication is the key to any operation in the Air Force. As a CIS Officer you'll need to deploy a range of communication and information systems to keep your colleagues in constant and efficient contact. It's a skilled and rewarding role. Are you ready to Bring It On...?

WHAT YOU'LL NEED TO APPLY:

- You must be 17 years or older
- A minimum of a level 5 diploma in Electronics, Computer Technology or Telecommunications is required
- To be more competitive a degree in Information Technology (IT), Telecommnications or other related subject, or an industry-recognised qualification is preferred
- Proven practical experience in IT or Telecommunications management is preferred
- You must be aNew Zealand Citizen or a citizen of Australia, Canada, United Kingdom or United States of America with NZ Permanent Residence

YOUR ROLE

As a CIS Officer you'll actively manage network and information systems, internal base communications and security and electronic warfare systems using some of the most highly sophisticated technology and equipment in the world. And as an Officer you'll also be expected to exercise command and leadership over personnel engaged in CIS duties within New Zealand and overseas. And you'll also be required to fill staff positions in either Joint or Defence Headquarters.

Officer Duties

As an Officer, you'll be expected to undertake the full range of duties associated with military service. Which means that in addition to CIS operations you'll undertake routine military duties such as parades and Base duties, and be responsible for the personnel under your command including appraisal, counselling and discipline, organisation and management of your unit, management of budgets and the production of Service correspondence.

You'll also be responsible for, say, running a sports or hobbies club, supervising accommodation for junior personnel, or being a member of the Officer's Mess Committee.

Radio Communication Services

Part of your role as a CIS Officer is to be responsible for the efficient management of technical and human resources needed to provide radio communication between Air Force units, in New Zealand and overseas.

Information Systems

CIS Officers are also responsible for the effective design, configuration and management of computer networks for sharing information within the Air Force.

Communications Security

You'll provide advice to commanders and Air Force units on all aspects of security policy relating to the use and management of communication systems and computer networks. You'll also be responsible for ensuring compliance with security standards that are used to ensure the integrity of communication systems, and protection of the information flowing through them.

Operational Planning

You'll co-ordinate CIS input to Air Force exercises in New Zealand and operational activities with coalition and allied partners overseas. This involves real-time planning, including allocation of equipment, co-ordination of personnel and management of CIS activities.

Projects

You'll manage key projects aimed to enhance Air Force CIS capabilities. Inter-operability with other New Zealand Defence Force units, New Zealand Government Departments or overseas coalition partners feature prominently in this work.

Headquarters Appointments

When you're more experienced you may be employed in either Joint Force or Defence Headquarters where you will plan, co-ordinate and direct operations, or produce policy and standards for Air Force CIS outputs. You will also monitor the effectiveness of the CIS Training system and identify new or modified training strategies.

EDUCATION OFFICERS

To stay at the peak of world class efficiency, Air Force personnel are constantly in need of specialist training. This is where you'll come in. As an Education Officer you'll be responsible for providing that training. It's a skilled and rewarding role, and you'll have some of the most dedicated pupils you could wish for.

WHAT YOU'LL NEED TO APPLY:

- You must be 17 years or older
- A tertiary qualification in training, education or other related subject. Preference will be given to candidates with a degree in the Arts, Sciences or Business with a Diploma in Education, Teaching, Training or Adult Learning.
- Proven practical experience training, education or teaching is preferred
- NZ citizenship (or a citizen of Australia, Canada, United Kingdom or United States of America)

YOUR ROLE

As an Education Officer you'll manage and sustain the complete training system throughout the Air Force. You'll oversee the training and education of all service personnel, ensuring the learning aims and outcomes of the Air Force are met. You may also be responsible for design, development, evaluation and delivery of training throughout the organisation.

Officer Duties

First and foremost you're an Officer, so you'll be expected to undertake the full range of duties associated with military service. Which means that in addition to Education and Training you'll be responsible for, say, running a sports or hobbies club, supervising accommodation for junior personnel, or being a member of the Officer's Mess Committee. You'll also undertake routine military duties such as parades and Base duties, and be responsible for the personnel under your command including appraisal, counselling and discipline, organisation and management of your unit, management of budgets and the production of Service correspondence.

Training Design and Development

You'll be responsible for occupational and training needs analysis for the design and development of Air Force Training Courses. This also includes the provision of specialist training advice for projects and the writing of Air Force training manuals in full consultation with Air Force units. Your training design and development duties will include flying, ground and professional development training courses.

Instructional Duties

You'll provide specialist instruction for all Air Force personnel undergoing training, and provide advice and guidance on educational methods and applications. You'll also teach Service-related subjects such as Service

writing and quality management, and make a vital contribution to the advancement of professional military education at all levels.

Training Management

The provision, conduct and audit of training throughout the Air Force comes under your remit. You'll ensure that training is adequately planned and resourced, and is conducted to the correct standard in many and various workplaces. You will also assess and make provision for the training and professional military needs of staff members.

Base Advisory Duties

As a specialist Officer, you'll perform an advisory role on base to commanders about all aspects of training, education and personnel development schemes, including liaison with civilian educational and training institutions. You'll manage the provision of Base-level courses and provide individual personal development advice on further education and resettlement. You'll also be responsible for the assessment of education requirements for Air Force personnel seeking a Commission as an Officer, or selection as Air Force Aircrew.

Headquarters Appointments

When you're more experienced you may be employed in either Joint Force or Defence Headquarters where you will plan, co-ordinate and direct operations, or produce policy and standards for Air Force Education outputs. You will also monitor the effectiveness of the Air Force Training systems and identify new or modified training strategies.

(1) Technical Trades

ARMAMENT TECHNICIAN

With great power comes great responsibility, and you'll experience both as an Armament Technician in the Air Force. It's a demanding role, maintaining weapons systems, small arms, explosives demolition, countermeasures and guided missiles for our fleet of aircraft.

WHAT YOU'LL NEED TO APPLY:

- You must be 17 years or older
- A minimum of 12 credits in English, Mathematics and a Science subject at NCEA Level 2
- A learners, restricted or full Class 1 (private car) licence is required
- Good colour perception

YOUR ROLE

As an Air Force Armament Technician you'll be responsible for maintaining armament systems and managing stockpiles of pyrotechnics and explosives. As well as loading and arming aircraft weapons systems for operational tasks, you'll be expected to perform aircraft ground handling and aeronautical maintenance duties. The servicing, storing and testing of the full range of military firearms will be an essential part of your trade, as will the issuing of ammunition and maintenance of weapons ranges. With additional training and experience you could also become an Explosive Inspector or one of our Explosive Ordnance Disposal personnel.

Aircraft Ground Handling

Your duties will include movement, parking, picket and bonding of aircraft, as well as marshalling and safetyman for aircraft on startup and shutdown, and applying electrical power to aircraft. For this you'll also need a good, constant situational awareness in aircraft flight line safety in areas such as:

- Precautions for aircraft danger zones
- Hazardous ground operations
- Foreign object damage prevention
- Aircraft design safety

Operating Level Aeronautical Maintenance

Your duties here will include:

- Replenishing of fuel, oil, lubricant and high-pressure gas systems
- Cleaning of aircraft interior/exterior systems and surfaces
- Flight line servicing
- Jack and inspection of aircraft
- Pre and post flight servicing

Intermediate Level Aeronautical Maintenance

This you'll carry out on Armament systems, including the replacement and inspection of components and hardware, and sorting out any defects.

Load aircraft weapons

You'll be responsible for maintenance, storage, loading and unloading of aircraft weapons and stores to a variety of different aircraft.

Firearms

You'll role includes maintenance, storage, handling and use of a large array of small arms weapons such as rifles, carbines, pistols, shotguns, light support machine guns and flare pistols.

Explosive Storage

You'll also be charged with managing the pyrotechnics, cartridges, explosives and associated non-explosive stores of the RNZAF and other agencies. This includes the storage, transport, handling and inspection of these items according to regulations.

Explosive Ordnance Disposal (EOD) and Improvised Explosive Device (IED) Disposal

Once you're qualified, you'll be responsible for the disposal of old, obsolete and unserviceable Air Force ordnance, and from other services and commercial ordnance. IED may be required on some Bases.

Inspection of Explosive

Again with the appropriate qualification, you'll ensure the safety and quality of ordnance and other articles which involves researching, inspection, proof and breakdown of explosives and associated non-explosive components.

AVIONICS TECHNICIAN

If you love electronics and gadgetry, you'll love this role. Avionics Technicians are part of the ground crew responsible for the maintenance, service and repair of all electrical systems and components on our aircraft. It's a highly specialised job with a wide and varied workload that will really keep you challenged. Are you ready to Bring It On....?

WHAT YOU'LL NEED TO APPLY:

- You must be 17 years or older
- A minimum of 12 Level 2 NCEA credits in English, Mathematics and a Science subject
- You must be a NZ citizen, or a citizen of Australia, Canada, the United Kingdom or United States of America with Permanent NZ residence

YOUR ROLE

As an Avionics Technician you'll be responsible for all aircraft electronic and electrical systems and components, including those used for radio communication, navigation, flight, observation and electrical generation. You'll do this as part of a ground team who carry out all aspects of equipment installation, troubleshooting and maintenance in support of all our aircraft operations. Your duties will range from day-to-day servicing of aircraft on the flight line to the major overhaul of systems and components.

System Maintenance

It's your job to keep all the equipment on our aircraft in the tip top condition required for conducting military operations. You'll work with some very sophisticated technology, from mechanically controlled flight systems and electrical components to state-of-the-art digital and computer-based systems. And as our existing fleet is upgraded, and new aircraft are introduced, part of your role will be to integrate individual components into a combined computer-based system across the following areas.

Communications

- Radio and data communications equipment operating in the High Frequency (HF), Very High Frequency (VHF) and Ultra High Frequency (UHF) bands.
- Cryptographic systems including the most recent United States National Security Agency (NSA) approved coding systems and tactical radio encryption equipment
- Aircraft cockpit voice recorder and on-board public address systems similar to those used in commercial airliners
- If you specialise you may also be responsible for installing copper and fibre optic cabling systems for local and wide area computer networks.

Navigation

- Civil and Military Global Positioning System (GPS) equipment using the United States Military NAVSTAR system, including the use of moving map technology
- Transponder and Identification Friend or Foe (IFF) civil and military aircraft recognition systems
- Electronic Instrument Landing System (ILS) equipment as used by commercial aircraft

Instruments

- Gyroscopic, compass and air pressure based pilot-static aircraft displays
- Flight data recording systems similar to those used in commercial airliners
- Fleet upgrades and the introduction of modern digital computer based Electronic Flight Information Systems (EFIS), using fibre optic connections and data bus transfer of information

Electrical

- Alternating Current (AC) and Direct Current (DC) generation and power distribution for aircraft and ground based systems
- Electro-mechanically controlled aircraft flight control motors and actuators
- Electrical lighting, power storage and battery systems

Electro-optics

- Night observation devices including Night Vision Goggles (NVGs) and small arms weapon sights
- Thermal imaging equipment and Forward Looking Infra-Red (FLIR) systems for use in search and rescue and combat support operations
- Laser ranging equipment for target acquisition

Radar

- Radio Detection and Ranging (Radar) systems used in altimeter equipment to determine aircraft height, and for weather, surveillance and target acquisition

Squadron duties

The Squadron is the focus of aircraft operations where, as part of a team of ground crew, you'll maintain aircraft, conduct fault finding, and receipt and dispatch aircraft for flying tasks. Squadron based Avionics Technicians perform systems-based Operational Level Maintenance including the installation and removal of components, and the conduct of operational checks to ensure system serviceability. The technology used in the aviation industry is ever changing, and as such you'll be required to operate a wide range of test equipment including computer applications software to assist with maintenance checks and rectifying faults.

Maintenance Bay Duties

Where avionics equipment faults cannot be fixed during Operational Level Maintenance on the Squadrons or when aircraft require scheduled maintenance, you'll remove the components from the aircraft and send them to a specialist Maintenance Bay for Intermediate Level Maintenance and repair. Within the Bay maintenance area avionics equipment is dismantled, tested, repaired, and returned to service to meet Squadron demands. Bay repair involves fault finding and equipment testing to electronic circuit board and sometimes individual electrical and electronic component level.

Maintenance Supervision Duties

As you gain experience and progress within your trade, you will be appointed to positions where you are responsible for the supervision of squadron or bay level maintenance.

Management and Training

After gaining considerable experience, you will be given greater responsibilities regarding management of aircraft maintenance and associated equipment. As a senior technician you'll be required to perform military command and leadership duties supervising a small team of personnel . You will be responsible for the personnel under your command, including the conduct of personnel appraisal, counselling, personal development planning, and the maintenance of discipline. Avionics Technicians with substantial trade knowledge and experience may also be appointed as instructors where they will train and assess trainee Avionics Mechanics, and develop junior Avionics Technicians.

AERONAUTICAL METAL WORKER

You'll work in the fabrication and repair of various metals and alloys. You'll also undertake various welding roles using your fabrication and engineering skills.

AIRCRAFT TECHNICIAN

Think you could strip aircraft components down and rebuild them? With this job, you can. You'll service, overhaul and maintain flight controls, aero engines, propellers and various other aircraft systems on all the Air Force aircraft.

Non Technical Trades (a range)

FIREFIGHTERS

Welcome to a career that puts you at the heart of the action in today's Air Force. Being a military Firefighter is a demanding role, providing fire and rescue services at airfields, on bases and assisting

in the prevention of fires in rural areas where RNZAF aircraft operate, along with heaps of other responsibilities.

WHAT YOU'LL NEED TO APPLY:

- You must be 17 years or older
- A minimum of 12 credits in NCEA Level 1 English and Mathematics
- A current, full Class 1 (private car) driving licence plus six months experience. A full Class 2 licence would be an advantage

YOUR ROLE

As an Air Force Firefighter you'll be responsible for maintaining operations in the Base Fire Section and providing three distinct types of service:

- Full fire fighting and rescue services for aircraft using military airfields
- Structural fire protection and prevention for Defence property on and around RNZAF Bases
- Monitoring of rural fire status and fire fighting duties anywhere Air Force aircraft are in operation

Base Fire Sections Operations

Base Fire Sections are manned 24 hours a day, 365 days a year. As a Firefighter at the rank of Sergeant or below you'll be expected to carry out shift work. Your duties will range from the day-to-day servicing of all Station fire fighting equipment and daily maintenance of fire competencies to risk management in areas such as:

- Fire safety
- Fire prevention
- Fire education in the workplace
- Daily flying operations

You'll also be expected to maintain a high level of fitness in order to carry out your duties to the highest standard.

Fire fighting and rescue services for aircraft using military airfields

Air Force firefighters provide support for operational aircraft on and off the airfield. As such you'll deal with all airfield emergencies and be well drilled in emergency procedures. This includes operating hazards in and around aircraft, and emergency entry and exit from aircraft using the appropriate skills and hardware.

You'll also operate smaller utility vehicles which carry a foam tank to make short work of any fire involving an air trainer or similar aircraft. These vehicles play a vital role in many other airfield duties, from bird scaring and airfield inspections to FOD recovery and out-of-hours medical calls on Base.

Structural fire protection and prevention

From rescue operations and firefighting through to humanitarian services, you'll be on call to perform a range of emergency duties. You'll also be involved in Fire Safety, Prevention and Awareness education and training for all NZDF personnel.

Monitoring of rural fire status and fire fighting duties

When aircraft are operating away from base, you may be required to provide cover for the area of operation, such as at the air weapons range. In the event of any fire you must deal with the situation, recognise all dangers involved and take action accordingly.

You may also have the opportunity to work with the Iroquois helicopters from No.3 Squadron when they are using monsoon buckets. This could be in either a training environment or in an actual emergency.

Vehicles

The two main crash fire vehicles you'll be using to conduct the above duties and tasks are:

Unipower - a dual purpose vehicle to cover many operations on base with aircraft and buildings.

Scania 6x6 MFV (Major Foam Vehicle) - The new, much bigger crash vehicles we've recently added to our fleet. With the latest technology in pumping and foam delivery, including joystick operated monitors, they give a much higher level of crash protection

PHOTOGRAPHERS

Welcome to a career that launches you into a challenging role as an Air Force Photographer. You'll be responsible for providing imagery services across the entire New Zealand Defence Force (NZDF), working with many different media to plan and accomplish important jobs both in New Zealand and overseas...

WHAT YOU'LL NEED TO APPLY:

- You must be 17 years or older
- A minimum of 12 NCEA Level 1 credits in English and Mathematics. Credits in Digital Media or Photography at NCEA Level 2 are an advantage, as are computer skills and an active interest in imagery
- A portfolio of original work is an advantage
- A learners or full Class 1 driver's licence is preferred
- NZ citizenship (some exceptions may apply)
- As a Photographer you'll use your skills to provide technical, operational and administration imagery. It's a wide and varied role. You'll be involved in air-to-air and aerial subjects as well as group photographs and ceremonial shots. You will also be required to fly in a variety of aircraft and handle different types of photographic equipment to produce black & white, colour and digital images. These duties may be performed on or away from RNZAF bases, possibly posted to a Navy Ship or Army unit. One thing for sure, wherever you find yourself as an Air Force Photographer you will get to cover the entire range of photographic skills and use your initiative to perform tasks with limited supervision.

Technical Imagery

You are essential in the capture, processing and presentation of images to document aircraft component defects, equipment repair and specifications for component and equipment modification. Your technical skills are also required to record aircraft and vehicle accidents, document evidence at fire and crime scenes, capture medical and dental information and in the production of training videos.

Operational Imagery

You will often be tasked with capturing, processing and presenting air-to-air and handheld air-to-ground images. You also provide operational support to NZDF exercises and deployments here and overseas. Operational photographic images captured by RNZAF Photographers are sometimes released by the NZDF, so your work may be published in a variety of newspapers and magazines.

Administration Imagery

Supporting the day-to-day running of the NZDF, you may be tasked with producing formal service portraits and passport photos, public relations and media images. You'll also be responsible for formal and informal group photos, ceremonies, military parades and service sporting events, all of which are often published in the RNZAF News, Navy Today and Army News magazines.

Management and Training

After you've gained considerable experience, most likely including detachments with the other services and deployments overseas, you will be given greater responsibilities. As a Senior Photographer you will manage photo processing, digital production, chemicals and equipment, and may also be appointed as an instructor or to fill command positions where you will task, train, supervise and lead teams of photographers.

ADMINISTRATION CLERK

WHAT YOU'LL NEED TO APPLY:

- You must be 17 years or older
- A minimum of 12 NCEA Level 1 credits in English and Mathematics.
- Computer or office skills are an advantage

YOUR ROLE

Administrative Clerks are responsible for dealing with vital day-to-day admin for all Air Force officers, aircrew, technical and non-technical personnel. You'll ensure anything and everything is actioned efficiently and effectively, and you can be employed in any of the following areas.

Personnel Administration Section

In this role you'll look after the records and movements of all Air Force personnel including releases, enlistments, promotions, posting and overseeing of NZDF Housing Assistance, as well as updating and sending computerised data and transactions, calculating and distributing Service pays and accrediting allowances.

Personal Claims

Personal Claims involves advancing and reimbursing of personnel expenses for both domestic and international Tours of Duty, and reconciliation of Overseas Flight expenses. You'll also oversee organisation and reimbursement of household removal and posting expenses, accounts receivable, debt collection and SAP account reconciliation, and organisation of internal and overseas travel requirements when necessary.

Registry

Your Registry duties will involve managing RNZAF base files and the sorting and movement of documentation around and between Air Force Bases.

Specialised Posts

When you become a Senior Administrative Clerk you may also be assigned to a specialised post, for example in Recruiting, Security Branch or the Training Directorate. For this you will receive On-The-Job (OTJ) training after taking up the position.

Operational Deployments

You may also be deployed overseas when required to provide administrative support. Your duties will generally consist of providing the operational unit with personnel support, but may also involve other tasks such as being responsible for financial activities, organisation of travel, general security duties and passport and diplomatic clearance duties.

COMMUNICATIONS AND INFORMATION SYSTEMS OPERATOR

Using extremely sophisticated communications equipment from radios through to satellites, you'll be responsbile for the setup, configuration and operation of a wide range of communications systems. You'll work on RNZAF bases at home and abroad, providing a link to aircraft and units on operations

24096 El 2.1 **ROYAL NEW ZEALAND AIR FORCE HISTORY – Pre World War II**

Military aviation in New Zealand extends back to 1912 when two New Zealand Army Staff officers were sent to the UK to learn the science of flying. In 1913 the Imperial Air Fleet Committee in London presented a Bleriot monoplane named "Britannia" to New Zealand as the nucleus of a flying corps. It was flown briefly in New Zealand, and was returned to the United Kingdom (UK) in late 1914.

During World War I, two commercial New Zealand flying schools, part funded by the British Government, trained 250 pilots for service with the Royal Naval Air Service, Royal Flying Corps and the Royal Air Force. In July 1915 the first military trained New Zealand pilot, William Burns was killed on operations in Mesopotamia.

During this war, William Rhodes-Moorhouse, an Englishman with New Zealand parents, won the VC for action over France on 26 April 1915.Other New Zealand airmen received a range of decorations for gallantry in the air.

Following WWI the New Zealand Government sought advice from Britain on what would be required for an Air Force in New Zealand. In 1919 Colonel Bettington, an air adviser from Britain, recommended the establishment of a Permanent Air Force of 79 officers, 299 airmen, and a Territorial Force of 174 officers and 1060 airmen. Faced with the struggle to right the country's economy after four years of war, the New Zealand Government did not act on the report, but accepted several free ex-military aircraft from Britain, which were passed to commercial companies. An Air Board was established in 1920 to administer aviation in New Zealand.

The civilian flying schools in New Zealand succumbed to the economic downturn of the early 1920s, and conscious of a need to carry out refresher training for the small cadre of military pilots, the Government established on 14 June 1923 'The New Zealand Air Force' (a territorial force) with 102 officers and the 'New Zealand Permanent Air Force' (NZPAF) with a strength of four officers and two other ranks. Aeroplanes used by the two organisations were some of those gifted in 1919.

Throughout the late 1920s, refresher training was carried out at Wigram (Christchurch). A new maritime Air Station was formed at Hobsonville (Auckland) in 1928 and seaplanes were ordered. The first warlike operation by the New Zealand Permanent Air Force took place in 1930 when a Moth Seaplane (No.995), with pilot Flight Lieutenant Sidney Wallingford and two ground crew, was carried to Samoa on HMS Dunedin to help suppress a rebel uprising.

The Territorial Air Force (TAF) was formally raised in 1930 with four

regionally based squadrons, at Auckland, Wellington, Christchurch and Dunedin. However, the world depression of the early 1930s prevented the purchase of any equipment for the squadrons.

The depression years also severely curtailed Defence spending and little progress in expanding the NZPAF with personnel, bases or equipment occurred. In 1934 King George VI gave permission for the NZPAF to adopt the title Royal New Zealand Air Force. The deteriorating political situation in Europe in the mid 1930s saw an expansion of the RAF, and as New Zealand's Defence policies were aligned with those of Britain, the incoming New Zealand Labour Government of 1935 conducted a review of Defence Policy and approved increases in Defence spending. The Air Force share of this increase saw the expansion of Wigram, ordering of modern Vildebeeste torpedo bombers, and the increase in personnel by March 1936 to 20 officers and 107 airmen. The TAF strength was now 74 officers.

The Government commissioned a review of air defence requirements in 1936 and Englishman Wing Commander the Hon. Ralph A. Cochrane, AFC RAF, was seconded from Britain. Cochrane recommended an Air Force as a separate arm of the Defence Force comprising one Army co-operation and two medium bomber squadrons for local defence, the defence of shipping routes and the security of the United Kingdom.

Cochrane's report was agreed by Government and on passing of the Air Force Act on 1 April 1937, he was asked to remain in New Zealand as the first RNZAF Chief of Air Staff, in the rank of Group Captain. At the same time the Air Department Act came into force, establishing a body responsible for overseeing military and civil aviation interests in New Zealand.

During the period 1937 - 1939, the RNZAF underwent a rapid expansion, with new bases, aircraft and recruiting of personnel. The TAF squadrons were expanded and second-hand Baffin aircraft began delivery in March 1938. An order for 30 new Wellington bombers was placed in 1938, and land at Whenuapai and Ohakea purchased for establishment of new bases for them.

During the Pacific Defence Conference at Wellington, April 1939, the British and New Zealand Governments agreed, that in addition to providing personnel for local defence, the RNZAF's role in the event of a European war would be to provide trained aircrew to the RAF under the British Commonwealth Air Training Plan (BCATP). New elementary flying schools and aeroplanes were to be established in NZ with a proposed annual output of 700 pilots and 730 observers and air gunners. The UK would provide training aircraft. This plan was formalised on 17 December 1939. Another

flying school was established at Woodbourne in 1939, and an aircraft factory to assemble Tiger Moth trainers was completed in Wellington by early 1940.

ROYAL NEW ZEALAND AIR FORCE IN WORLD WAR II

- Refer to NZAP 212 for a very good resource on campaigns involving the RNZAF

When war was declared on 3 September 1939 the Royal New Zealand Air Force personnel strength was 91 officers, 665 airmen in the Regular Force and 79 officers and 325 airmen in the Territorials. There 102 aircraft, mostly
second-hand Baffins and Gordons, the only new aircraft were five Oxfords
and nine Vildebeests.

The first year of World War II saw accelerated expansion of the RNZAF,
with new flying training schools established at Taieri, Harewood, New
Plymouth and Whenuapai and an air gunners' and observers' school at
Ohakea. An Initial Training School was set up at Rongotai, later moving to
Levin. Flying obsolete Vildebeests, Vincents and Baffins, three of the
four territorial squadrons were mobilised and positioned to patrol the
approaches to Auckland, Wellington and Lyttelton harbours.

The 30 Wellingtons awaiting delivery in the UK with their New Zealand air
and ground crews, were offered to the Royal Air Force and became No.75 (NZ) Squadron. In mid 1940, German successes led to a review and expansion of the BCATP which continued at full pace until mid 1944, then winding up to finish in March 1945. Of the 131,553 aircrew graduates, 7002 were New Zealanders.

Graduates of the BCATP and others who were trained in New Zealand and
proceeded direct to the RAF, served with distinction in all theatres of
the war. Among them three air VCs to New Zealanders - Sergeant James Ward, Squadron Leader Leonard Trent and Flying Officer Lloyd Trigg. Many New Zealanders served in the seven "New Zealand" RAF Squadrons Nos 485 - 490,established under Article XV of the BCATP Agreement, to ensure a continued linkage of airmen with the nations that formed the British Commonwealth.

The deeds of the New Zealanders in service with the RAF are well recorded
in books and other material on the air war in WWII.

On the home front in 1940, the threat from German surface raiders and the
increasing prospect of further military action by Japan, resulted in
strong pleas from the New Zealand Government for modern aircraft to defend
the country. The British Government agreed to release Hudson bombers,
which began arriving in mid 1941. To meet New Zealand's responsibility for
reconnaissance and protection of the Fijian Islands, four worn-out
Singapore Flying Boats were gifted to the RNZAF from RAF stocks at
Singapore, shortly before the Japanese entered the war on 7 December 1941.

To overcome a shortage of men for New Zealand duties, the Women's
Auxiliary Air Force (WAAF) was established during 1941. Over 4700 WAAFs

served in the RNZAF during WWII.

On 8 December 1941, the RNZAF had 641 aircraft, the majority for training. Only the 36 Hudsons could be called modern. In early 1942, the threat of a Japanese invasion became more real and all available aircraft were allotted to shadow defence squadrons under the Forces Available For Anti-Invasion (FAFAI) scheme. Plans for arming Tiger Moth biplane trainers and other second line aircraft were put into action

During the hectic struggle against the invading Japanese in Malaya and Singapore in 1941-42, the RNZAF was represented by No.488 Squadron RAF and the RNZAF's Aerodrome Construction Unit in Malaya and Singapore, and later in Java. Other New Zealand airmen served in Burma and India.

Following further strenuous pleas to the British and United States Governments for aircraft to defend New Zealand, Kittyhawk fighters began arriving in March 1942, and New Zealand based fighter squadrons were formed. The first RNZAF squadron to engage the Japanese in direct combat was No.3 Squadron [Hudsons], which moved to Henderson Field at Guadalcanal in November 1942. It was joined in April 1943 by No.15 Squadron [Kittyhawks], who had completed their operational training with Kittyhawks taken over from the USAAF in Tonga.

Until 1945 the RNZAF did not act in the Pacific as a strategic or tactical airforce with a specific task to perform. Its role was to provide combat squadrons to support US operations in removing Japanese forces in the Solomon Islands. Following lobbying by the New Zealand Government, the US Government agreed to the US Navy, [under whose control RNZAF squadrons would operate], providing new combat aircraft to the RNZAF. Operational squadrons of the RNZAF were progressively equipped with Corsairs, Venturas, Avengers, Dauntless Dive Bombers and Catalinas. Transport aircraft support to the South West Pacific Area of operations were with Lend-Lease Dakotas, Lodestars, converted Hudson bombers and in late 1944, four Sunderland Flying Boat transports arrived from the UK.

The first New Zealander to be appointed as CAS RNZAF was Air Vice Marshal Leonard Isitt in 1943. Isitt was to become very influential in the development of Air Force and civil aviation during the latter war years, immediately post-war and through the early 1950s.

In 1943 more squadrons were formed and moved to the South West Pacific operational area. By the end of 1943, a New Zealand Fighter Wing with supporting servicing units was established at Ondonga (New Georgia) and a Group HQ at Guadalcanal. New Zealand Fighter Wing pilots had 99 confirmed destroyed and 24 probably destroyed Japanese aircraft to their credit, the highest score reached by the fighters. Four other Japanese aircraft fell to the guns of Hudsons and Venturas, bringing the total enemy aircraft

destroyed by the RNZAF in the Pacific to 103.

During 1944, the RNZAF's operations in the South West Pacific were mainly concentrated on Bougainville, with strikes against Japanese forces there, and at their major base at Rabaul [New Britain]. Fighter sweeps and escorting of Allied bombers was the main task of the New Zealand Fighter Wing. The Bomber Reconnaissance squadrons patrolled the sea lanes and coastal shores of Japanese held islands, and carried out bombing raids on Japanese installations.

In early 1944, the Japanese withdrew most of their Navy and Air Force aircraft to Truk. With no air opposition, Kittyhawks followed by Corsairs switched from the fighter escort role to fighter-bomber. A Dauntless and two Avenger Squadrons made a single operational tour each from Piva airfield at Bougainville. No.6 Flying Boat Squadron [Catalinas] operated over the area carrying out reconnaissance and rescue missions. The Bomber Reconnaissance squadrons with Venturas carried out raids on Japanese positions on most of the islands that make up the North Solomons.

As US operations moved north of the Solomon Islands, the RNZAF took on a garrison role, harassing Japanese ground forces trapped on the various islands. Support facilities were expanded for the RNZAF operations including repair depots and aircraft assembly units. In early 1945, agreement was reached with the US and Australian Governments for the RNZAF to take part in operations in Borneo with the Australians or in the Philippines with the US. However, both of these commands were using US Air Force combat aircraft types, so the RNZAF would need to re-equip to be compatible. Mustang fighters were ordered to form new fighter squadrons, and while 30 were delivered, the war ended before they could be brought into service.

On VJ Day the RNZAF had more than 7000 personnel stationed throughout the Solomon Islands from Espiritu Santo to Los Negros. The priority task was to return these personnel and the equipment to New Zealand, which was finally achieved in early 1946.

From 3 September 1939 to 15 August 1945, 3,687 RNZAF personnel died on active service, the majority in Bomber Command squadrons of the RAF. The RNZAF had grown from a small pre-war force to 42,000 in June 1944, and shrunk to 7,154 by March 1946. The aircraft fleet had reached a peak of 1,336 by the end of 1944. Twenty four RNZAF squadrons had seen service in the Pacific.

THE POST WAR YEARS

Throughout the 1946 - 1949 period, the Air Force struggled to adjust to the new era of peace. With almost no personnel resources, it had to maintain No.14 Squadron (Corsairs) in Japan, and decide on the future direction for the Air Force. In accordance with Government policy a move back to British aircraft began in 1946 with the delivery of second-hand Mosquitoes. Most of the wartime American aircraft were placed in storage to be scrapped. Several aircrews were seconded to the RAF to assist with the Berlin Airlift during 1948 - 49.

The RNZAF was called to assist with internal and external commercial airline operations. Using Dakotas and Lodestars of No.40 Squadron, these operations were absorbed by the New Zealand National Airways Corporation in 1947, which was formed mainly with personnel and aircraft of No.40 Squadron RNZAF.

In 1949, the rising threat of communism in Europe, the Far East (Malaya), shortly followed by the outbreak of the Korean War, led to the recreation of the Territorial Air Force, compulsory military training, and a wide ranging re-equipment programme. The new aircraft included Vampire jets, Hastings and Freighter transports, Sunderland flying boats and Devon trainers.

New Zealand's Defence Policy of the 1950s was tied to the protection of the UK and Commonwealth interests. To this end the RNZAF provided a Dakota detachment to Malaya in 1949, and in 1952, equipped with leased Vampires, No.14 Squadron moved from Ohakea to Cyprus as part of the Commonwealth Strategic Reserve. In 1955, a change in Defence policy to one that looked at the Far East as the forward line of defence, saw No.14 Squadron moved to Tengah (Singapore) and re-equip with leased Venom fighter-bombers.

No.41 Squadron with Freighters established itself at Changi (Singapore) the same year. No.14 was replaced by No.75 squadron flying leased Canberras in 1958. The three RNZAF squadrons took part in Operation FIREDOG, the RAF's air campaign against communist terrorists in Malaya (1948 - 1960).

In New Zealand the four Territorial squadrons, Auckland, Wellington, Canterbury and Otago, were equipped with Tiger Moths, Harvards, and the 30 Mustangs re-activated from storage since the end of WWII. Continually faced with a shortage of air and ground crews, the TAF was finally disbanded in 1957.

To provide support to the British lead Trans-Antarctic Expedition, the

RNZAF formed the Antarctic Flight in 1956. The Flight took a Beaver and Auster to Antarctica in the summer of 1956/57 to support the New Zealand contribution to the expedition. These annual summer operations continued until 1960. The RNZAF recommenced its association with the Antarctic in 1965 when a Hercules of No.40 Squadron made the first of what was to become annual flights, to the continent during the summer months from November - February each year.

Until 1966, post-war maritime operations for the RNZAF were based at Fiji. With Catalinas, then Sunderlands, No.5 Squadron provided surveillance and reconnaissance of a wide span of the South Pacific Ocean. Participation in allied maritime exercises from Hong Kong , the Philippines, Singapore and down to New Zealand, plus medical evacuation and community assistance tasks around the South Pacific were the squadron's forte. From 1952-57 No.6 Flying Boat Squadron operated as a Territorial Unit at Hobsonville, flying Catalinas and later Sunderlands.

A major review of Defence Policy in 1961 re-oriented New Zealand's Defence efforts based on the South Pacific, support to Commonwealth strategic reserve forces in South East Asia, and meeting commitments to the allied treaties of ANZUS and SEATO.

The CAS, Air Vice-Marshal Ian Morrison in 1962 successfully lobbied for replacement of obsolete operational aircraft, which was to see a major shift away from British aircraft to American aircraft to be more compatible with our friends and allies in the region. Hercules, and Orions were ordered along with the Air Forces first helicopters Iroquois and Sioux. The new fleet began arriving during 1965.

In 1964, No.14 Squadron flying New Zealand owned Canberras was on a regular exercise to Singapore, when it was directed to remain in theatre as part of the British Commonwealth build-up of forces to counter Indonesian insurgency into Borneo. The Squadron finally returned to New Zealand in November 1966.

The New Zealand Government committed forces to the Vietnam War in 1965. No.40 Squadron Hercules airlifted NZ troops to South Vietnam, and No.41 Squadron Freighters began regular re-supply missions from Singapore. In 1967 the first RNZAF helicopter pilots commenced duties with No.9 RAAF Squadron in Vietnam. Other pilots served with US Air Force squadrons as Forward Air Controllers, bringing a total of thirty pilots who served in Vietnam between 1967 and 1971.

In 1970 the Air Force took delivery of the Skyhawk attack aircraft. The ageing Vampires were replaced by Strikemaster jet trainers in 1972 and Iroquois helicopters joined No.41 Squadron at Singapore. To provide a medium range transport squadron in New Zealand, No.1 Squadron was reactivated at Whenuapai and equipped with Freighters. Throughout the 1970s more aircraft changes continued with wartime Harvard trainers replaced by New Zealand built Airtrainers, Freighters, Dakotas and communications Devons with second-hand Andovers (1977).

Another major change during this decade was the integration of the Women's Royal New Zealand Air Force into the Air Force in 1977, removing most restrictions on their employment and career opportunities, with the exception of some aircrew branches. These restrictions were lifted in 1987. In 1980, the training Devons were replaced with second-hand Air New Zealand Friendships.

The Labour Government's decision in 1984 for NZ to become a nuclear-free zone, saw the RNZAF excluded from participation in US and British sponsored exercises, and a cooling of Defence relations with several other friends and allies.

This had a dramatic effect on the efficiencies of the Air Force's combat squadrons. With the lack of opportunities to practice operations skills, it became extremely difficult to maintain pace with the Air Forces we had traditionally worked with.

In 1981 two Boeing 727 jet transports were purchased, to support the growing worldwide transport commitments of the Air Force. During the late 1980s the Government increased the New Zealand Defence Force participation in peacekeeping duties, and by the end of the decade the RNZAF had been represented in the Sinai (Multi Force of Observers), operating leased helicopters 1982 - 1986, and with an Andover Detachment in Iran 1988 - 1990 (United Nations International Military Observer Group).

In the mid 1980s the Orions were upgraded, a sixth Orion purchased and 10 second-hand Skyhawks purchased from the RAN (1984). No.2 Squadron was reactivated at Ohakea and equipped with these Skyhawks. No.1 Squadron was disbanded and its Andovers taken over by No.42 Squadron which had relocated to Whenuapai. A major upgrade of the Skyhawk avionics systems was commenced in 1988.

In 1987 the Air Force celebrated its 50th Anniversary, and a museum opened at Wigram to permanently record and display the progress of the

RNZAF. The last permanent presence in Singapore No.141 Flight (Iroquois) came home in 1989. A comprehensive review of Defence commenced in 1988 was to have a major impact on the Service in the 1990s

The 1990s has seen the most dramatic changes in the post WWII history of the RNZAF. Faced with New Zealand Government policies to reduce public spending and a further review of Defence Strategy in 1991, the Air Force underwent radical surgery. The Air Force Stores Depot at Te Rapa was closed in 1992, Flying Training moved from Wigram to Ohakea in 1993 and bases at Wigram and Shelly Bay were closed in 1995. In the drive for better efficiencies, commercialisation of non-core activities commenced in 1992 and continues today.

During the early 1990s, the personnel strength of the Service fell from the traditional 4200 that had been maintained from the 1950s - 1970s to the current level of around 3500. An increasing number of jobs within the Air Force have been civilianised.

Despite the reduction in budget and personnel, external operations by the Air Force has expanded. In 1990/91 two Hercules and personnel were deployed to the Gulf War where they operated as part of a composite RAF Hercules squadron.

In 1991 No.2 Squadron (Skyhawks) moved to Nowra NSW, Australia where it provides training for the RAN and conversion of RNZAF Skyhawk pilots. In 1993, an Andover detachment of three aircraft and personnel from No.42 Squadron spent five months in Somalia, as New Zealand's contribution to the Unified Task Force. Humanitarian airlifts were conducted by Hercules and Boeing aircraft of No.40 Squadron in the Middle East, and Rwanda. No.40 Squadron also provided air transport support to the NZ Army contingent in Bosnia during 1994 - 1996.

Re-shaping and further contractions in the search for better efficiencies continued during 1997 and 1998.

The New Zealand Government agreed, in early November 1997 to provide a Truce Monitoring Group (TMG) to the war-torn island of Bougainville. To meet this task a New Zealand Defence Force contingent of Navy, Army and Air Force elements was raised and dispatched to Bougainville.

The RNZAF Operation Belisi required Hercules and crews of No.40 Squadron to provide a daily flight from New Zealand to Bougainville for the setting

up phase (23 flights using three aircraft and crews), preparation and airlift of three Iroquois helicopters and Air Force helicopter crews and support personnel.

A Helicopter Force Element formed by a detachment of three Iroquois and personnel of No.3 Squadron served in Bougainville from December 1997 - April 1998. The Iroquois were painted in a highly visible 'Orange Roughie Red' colour scheme prior to moving to Bougainville.

From January 1998, detachment personnel and some of the Iroquois were rotated. In February 1998 the force was reduced to 35 personnel. Following the signing of the peace agreement in Bougainville late April 1998, the TMG was withdrawn. The three Iroquois and personnel arrived back in New Zealand 1-2 May 1998. Seven RNZAF personnel are currently in Bougainville assisting the Australian lead Peacekeeping Monitoring Group (PMG) which replaced the TMG.

The last year of the 20th century saw the RNZAF established around the three New Zealand bases - Auckland, Ohakea, and Woodbourne, the Air Staff at Wellington, and No.2 Squadron at Nowra (Australia).

The command of the RNZAF changed on 25 February 1999 when Air Commodore Donald Hamilton became Chief of Air Staff in the rank of Air Vice-Marshal, and the previous Chief of Air Staff, Air Vice-Marshal Carey Adamson was promoted to Air Marshal in the appointment of Chief of Defence Force.

During 1999, the major Air Force projects of Kestrel and Sirius (Orion upgrades) progressed, as did the F-16 introduction programme. The last of the 13 leased CT4E Airtrainers were delivered in early June. The CT-4B Airtrainers were disposed of to Pacific Aerospace Company Limited.

Elements of the RNZAF participated in several international exercises and competitions during the year.

RNZAF Base Auckland, switched to commercial catering in July, the last base to move to commercial contractors for this function.

In mid September, two Hercules of No.40 Squadron joined RAAF Hercules flying between Darwin and Dili (East Timor) evacuating UNAMET and Timorese following the outbreak of violence after the independence referendum. In late September a detachment of six Iroquois and 140 air force personnel were committed to Dili as part of the multi-national military force INTERFET. The Iroquois began operations on 1 October 1999. In mid December the Iroquois detachment moved from Dili to Suai on the western coat of East Timor.

The manpower strength of the RNZAF, including uniformed and civilian personnel remained around 3,500.

On 20 March 2000 the Prime Minister announced that the government would not proceed with the F-16 Deal. In June 2000 a government review of the future of the Air Combat Force was commenced.

On 8 May 2001 the Government announced that as a result of the review of capabilities and the Defence funding strategies, the Air Combat Force would be disbanded.

Operational activities of Air Combat Force Skyhawks of No.75 Squadron continued in a limited operational capability until the November 2001. They deployed for Five Power Defence Arrangement exercises. No.2 Squadron Skyhawks, based at Nowra in New South Wales (Australia) continued to provide air defence training to the Australian Defence Force until November 2001.

No.5 Squadron Orions of the Maritime Patrol Force will be given a limited sensor and processing upgrade. They continued with regular surveillance patrols; exercising, both in New Zealand and internationally; and providing oceanic search and rescue cover.

Air transport support, internally and overseas, was provided to the NZDF by the Hercules and Boeings of No.40 Squadron and Iroquois helicopters of No. 3 Squadron.

In addition RNZAF air transport support to the New Zealand military commitment in East Timor continued, with around 46 personnel in theatre with five Iroquois helicopters of No.3 Squadron, based at Suai on the South coast of East Timor. The helicopters provided support to the New Zealand infantry battalion based in Suai province. No.40 Squadron Hercules and Boeings provided regular re-supply flights to and from East Timor. The New Zealand contingent is now part of the United Nations Force (UNTAET)

In July 2001 elements of the RNZAF's Air Command were integrated into the new New Zealand Defence Force Joint Force Headquarters (JFHQ) located at Trentham Army Base near Wellington.

The Air Combat Force comprising, Nos 2, 14, and 75 Squadrons was officially disbanded on 13 December 2001. As a result of these changes, a number of RNZAF personnel were discharged from service, reducing the Air Force personnel strength.

In the early 2000's the two Boeing 727's were retired and replaced with two Boeing 757's. In 2006 the government announced the purchase of 8 NH90 helicopters to replace the aging Iroquois.

Element 3

Post Second World War developments

Name:_____

Performance Criteria 3.1

1. What squadron and which aircraft provided the core for New Zealand's fledging civilian airline?

   Squadron: _____

   Aircraft: (a) _____

   (b) _____

2. What NZ Defence Force policy resulted in a Dakota (DC3) detachment operating in Malaya in 1949 and 14 Squadron operating in Cyprus in 1952?

   _____

   _____

3. What policy change saw 14 and 41 Squadrons re-positioned to operate out of Singapore?

   _____

   _____

4. Identify the three main maritime roles of 5 Squadron while it was based in Fiji

   (a) _____

   (b) _____

   (c) _____

5. What was the RNZAF's commitment during the Vietnam War?

   40 Sqn _____

   41 Sqn _____

   RAAF involvement _____

   USAF involvement _____

6. Which aircraft replaced the following aircraft between 1965-1980?

   Canberras _____

   Vampires _____

Bristol Freighters _____

Havards _____

Sunderlands _____

Dakotas / Devons _____

7. List the two helicopter types incorporated into the RNZAF

(a) _____

(b) _____

8. What were the four effects on the RNZAF of the Government decision for NZ to become a nuclear free zone?

(a) _____

(b) _____

(c) _____

(d) _____

9. Why were jet transports introduced in 1981?

_____

_____

10. What were five results of the “radical surgery” that the RNZAF experienced between 1990 –95?

(a) _____

(b) _____

(c) _____

(d) _____

(e) _____

11. What was the immediate result of cancelling the F-16 deal and disbanding the Air Combat Force in 2001?

_____

PERFORMANCE CRITERIA 3.2

RESEARCH TASK (C)

In a separate document you are to provide a small research paper on the role played by the Royal New Zealand Air Force in one overseas commitment since 1948. You may select from any global setting

Your research should cover, but is not limited to:

Dates of operation
Major actions.
Aircraft flown.
Any pilot anecdotes.

You are required to source your own research material. A good source of current material can be found in Air Force News

Your research paper should be limited to 500 words.

Typed or word processed research must be double-spaced.

Your research will be graded against the following standard:

Accuracy of content	50%
Structure	10%
Accompanying maps, illustrations,	
Tables, charts etc	20%
Depth of study	10%
Evidence of source information	10%

To be awarded NZCFS 29 you need to achieve 65% or better

Source
History of the RNZAF, www.airforce.mil.nz

24096 EI 2.2 **Four customs of the RNZAF**

<u>The custom of having Chaplains in the RNZAF</u>

Many of the RNZAF's customs have come from the RAF who adopted them from the British Army.

Chaplains first came into existence with the British Army at the time of the Crusades. At that time loyalty to the crown rarely motivated a man to join the army. Practically all the fighting men were conscripts. Receiving no pay and scanty rations produced soldiers who were reluctant to expose themselves to the risk of wounds or death.

Richard Coeur-de-Lion appointed to each body of troops a priest whose function was to stir up their fighting spirits with threats of eternal damnation if they did not perform to their best. The priests advanced ahead of the attacking forces holding aloft a wooden cross and exhorting the weapons equipped troops on. With no means of defending themselves the priesthood suffered heavy casualties.

To improve the lot of the priests they were issued with heavy metal crosses sharpened at one end and with a heavy knob at the other as well as a suit of chain mail to be worn under their robes. This had the effect of reducing casualties as well as providing an offensive weapon should it be required.

The practice of incorporating priests into the army ceased during the 15th century but was revived by Oliver Cromwell in his New Model Army. Priests were not only responsible for the spiritual well being of the troops but they were also required to become proficient in dressing wounds. Thus priests were the forerunner of an organised Medical Corps.

In today's RNZAF the Chaplain is responsible for the provision of religious ministrations to personnel and their families. They are to promote the spiritual and moral welfare of the Air Force community. In general, they are to encourage the highest standards of personal and corporate behaviour. The chaplain is required to promote the moral and ethical debate by presenting Christian values and life styles.

Although Chaplains are responsible to the Commanding Officer for the spiritual welfare of all ranks and their families their first obedience is to their church.

The rational for including Chaplains in the Air Force could be summed up as follows. Personal values, attitudes and character are of the utmost importance in order to sustain airmen in adversity. In order to be effective in battle airmen must not only possess essential military skills but also be strong enough in body and mind to carry out their duties under extreme conditions. Personnel must be capable of acting morally and exercise humane judgement in the face of most testing circumstances. The Chaplain is an integral part of personnel training.

The custom and origins of Saluting

Saluting and the paying of compliments may be said to proceed from the exercise of good manners.

There are a number of theories involving the origins of saluting with the right hand. In medieval times the victors at tournaments shaded their eyes with their hands as they approached the Queen of Beauty to accept their prizes. Otherwise her beauty would blind them. Similarly, before speaking they raised their helmet visors so that they could be heard more clearly.

A second theory is that the rising of the open right hand was a demonstration of mutual trust and respect exercised by the nobility. In token of their sentiment, knights on meeting one another placed themselves in an attitude of defencelessness by raising their visors or removing their helmets. Given that most people manipulated their weapons in their right hand a raised, open right hand indicated that no harm was intended. Removing headwear was not always an easy task so the preliminary movement of raising the hand to the head became the accepted earnest intention of completing the whole movement.

From medieval origins until the late 18th century various orders and counter orders had troops removing or not removing their hats. In 1762 the Royal Scots Standing Orders stated, "… Men for the future are only to raise the back of the hand to (their hats) when passing an officer". This was republished in 1777 in the *Rudiments of War* and has not been significantly altered since.

For many years saluting was performed with the hand farthest away from the officer saluted. This required saluting with the left hand when passing an officer on the right hand side. Saluting with the left hand was considered an insult to a section of Indian troops and was abolished in 1918.

<u>The custom of mounting Parade Inspections and Guards of Honour</u>

When an inspecting officer passes along the ranks, in some cases they appear to be displaying very little interest in the personnel being inspected other than occasionally looking at their faces. There are two reasons for this.

Firstly, in the modern RNZAF, personnel on parade will have already been inspected and checked by their NCOs. The inspecting officer is just confirming the state of the parade and, if anything, is inspecting the job performance carried out by the NCOs.

Secondly, the ceremony of inspecting a parade derives from a time when circumstances dictated that the inspecting officer scrutinise every soldier's face and also be ready for an attempt on their lives at any moment as they passed along the ranks

The first recorded inspection of this nature occurred during the reign of Charles II. On returning to England to claim the throne after Oliver Cromwell had died he was meet on the road by one of Cromwell's cavalry squadrons with the message that their regiment wished to switch their allegiance to the king. Unsure of his reception by the local populace Charles ll was a little suspicious but left his coach and, accompanied by one aid, strode forward to the squadron.

He passed slowly along the ranks keenly scrutinising each man's face to ascertain his intentions. Satisfied, Charles accepted the squadron's offer of allegiance and ordered it to act as royal escort. That regiment passed into the King's service as the Royal Horse Guards.

When the Coldstream regiment begged permission to enter into the King's service they too were subjected to the same scrutiny before acceptance into the Royalist army. That regiment became the Coldstream Guards.

The custom of inspecting the parade has long since ceased to be performed with any real vestige of its original purpose.

The custom of “Dining in”

The word “mess” dates back many centuries and was originally used to mean a portion of food as in “a mess of porridge” Over time the words usage expanded to eating a meal and then to describe the eating accommodation. Today the term is used to describe RNZAF dining, accommodation and related resources.

Officers messing together dates back to Spartan times. Well to do Spartan officers set up their tents and invited fellow officers to share in the meals and entertainment. There was a great deal of prestige to be gained by younger officers in being invited to join these gatherings. In this way trust in one’s colleagues was developed and the skills in oratory and debating enhanced. As an officer you would be stationed in the front rank of the phalanx and you trusted to the skills of the person standing either side of you for your survival.

The custom of dining in has evolved from this and is one of the oldest customs in the mess. Traditionally it was to drink the loyal toast but has expanded to occasions when Base officers dine together to celebrate the brotherhood and companionship of service in the RNZAF.

Like a lot of traditions there is division between the formal and less formal parts of the proceedings.

The formal proceeding cover

(1) Pre-meal behaviour: Circulate, talk, check your seating position and acquaint yourself with those around you.

(2) Follow the senior officers and PMC into dinner when advised

(3) Take your que to eat from the PMC

(4) The loyal toast is preceded by the PMC standing and saying “Mr or Madam Vice, the Queen” where upon the Vice will stand and say “Ladies and Gentleman, the Queen”. All stand and following the PMC raise their glasses and repeat “The Queen”

(5) During the short speeches that follow when the speaker makes a point, which invites support, or approval the audience should give an audible expression of agreement.

(6) Leave the dining area after the PMC and guests have left

Informal proceedings

(1) Re-assembling in the ante-room (normally the bar) is the time to relax

(2) Boisterous activities are to be avoided. Property, your reputation and that of the RNZAF can all be damaged.

Seek approval from the PMC when leaving and refrain from leaving before the senior officers and guests have departed.

24096 EI 2.3 **Recently awarded decorations**

k) General Service Medal (Sinai)

l) About the New Zealand General Service Medal 1992 (Non-Warlike)

This medal was instituted in 1992. It was issued in bronze to recognise service in non-warlike operations for which no separate New Zealand, British Commonwealth, United Nations or NATO campaign medal was issued. By the time it was replaced in 2002, twelve clasps had been issued for non-warlike (peacekeeping) operations since 1954 in Africa, Asia, the Middle East and the Pacific.

The medal is still issued to New Zealand personnel who are currently serving in the Sinai. This is because this operation commenced before 1 January 2000. Operations which commenced on or after 1 January 2000 are recognised by the New Zealand General Service Medal 2002.

The medal is awarded with a clasp to describe where an individual served. It is worn as a war medal, in order of date of qualification. The New Zealand General Service Medal 1992 has also been issued in silver for warlike operations

The design and colours of the ribbon are based upon the New Zealand Medal 1845-1847 and 1860-1866, thus are directly linked with the beginnings of New Zealand's military history. As the first occasion upon which New Zealand had issued a war or warlike service medal outside of the two World Wars or the Vietnam War it was considered that the link with the first military campaigns in New Zealand best reflected New Zealand's military heritage.

m)Solomons

This medal was instituted in 2002 to recognise New Zealand personnel (both military and non military) who served in the Solomon Islands and its waters between June 2000 and June 2002. Eligibility for the medal was later extended to those New Zealand personnel who have served with the Regional Assistance Mission in the Solomon Islands (RAMSI) from 24 July 2003, and to New Zealand police personnel who provided support and assistance to the Solomon Islands Government in re-establishing order for 30 days or longer between 6 October 2002 and 23 July 2003.

RAMSI is an Australian led intervention force providing assistance in the restoration of law and order to the Solomon Islands. At the peak of New Zealand's contribution to RAMSI, between September and November 2003, over 220 New Zealand Defence Force personnel and 35 New Zealand police officers were serving in the Solomon Islands. In all, over 500 New Zealand Defence Force personnel have served as part of RAMSI, as have more than 110 New Zealand police officers.

As at 4 July 2006, New Zealand military personnel continue to serve in the Solomon Islands. In addition, New Zealand police officers will continue to work in the long-term to help rebuild the Royal Solomon Islands Police.

The proportions of the ribbon follow those used for the New Zealand General Service Medal 1992. The ribbon is comprised of stripes of green, blue and yellow. These are the main colours of the Flag of the Solomon Islands

n) Afganistan

o)

p)

This medal was instituted in 2002 to recognise New Zealand personnel (both military and non military) who served in Afghanistan from December 2001. There are two qualifying geographical areas for the award. The ‘primary' operational area is within the borders of Afghanistan itself, while the ‘secondary' operational area includes areas of other countries in which forces were based to participate in the operation. Different medal ribbons denote the primary and secondary areas. The NZGSM (Afghanistan) has been awarded to over 1800 NZDF personnel. Over 1200 personnel have received the medal for service in the primary area; with over 600 personnel having completed the required qualifying service in the secondary area.

The ribbon is comprised of stripes of black, red and green. These colours have been used as the basic colours of a variety of traditional Afghanistan flags since 1900, and in 1929 were recognised as the national colours of the country. It is generally accepted that black alludes to the past, red to blood shed for independence, and green to hope. Green also represents the Islamic faith and is regarded as a sacred colour

East Timor

The East Timor Medal was instituted in 2001 to recognise New Zealand personnel (both military and non military) who served in East Timor from the commencement of the New Zealand involvement in June 1999. This medal has been issued to over 5,000 New Zealanders.

The medal is silver-plated and is circular in shape. On the obverse is the Effigy of the Sovereign within the Royal styles and titles for New Zealand. On the reverse is a representation of the head of a kiwi over a map of East Timor with the words “EAST TIMOR” below and, in the top right of the reverse, a sprig of olive leaves. This design alludes to the presence of New Zealanders (‘the Kiwis’), both Defence and civilian personnel, in East Timor. The sprig of olive leaves symbolises peace.

This campaign medal is unique in that it has been awarded to civilians from more than a dozen New Zealand government, philanthropic, or commercial organisations. These organisations have included the New Zealand Red Cross, Oxfam, Department of Corrections, New Zealand Customs Service, Ministry of Agriculture and Forestry Quarantine Service, Ministry of Foreign Affairs and Trade, New Zealand Police, New Zealand Qualifications Authority, the International Olympic Committee, Airways Consulting Ltd, Vincent Aviation, and Radiola Corporation Ltd, as well as the New Zealand Defence Force. The award of the East Timor Medal to these New Zealand civilians recognises their valuable participation in New Zealand's efforts to protect and assist the East Timorese people, and in the reconstruction of East Timor.

The colours of the ribbon are (from left to right) white, black, red, green, red, black and white. The colours allude to the national colours of New Zealand (black and white) and of East Timor (green and red).

q) New Zealand Operational Service Medal

The New Zealand Operational Service Medal (NZOSM) was instituted in 2002 for award to New Zealanders who have served on operations since 3 September 1945. The start date is the day after the surrender ceremony in Tokyo Bay, and is also the day after qualifying service towards medals for Second World War service (including the New Zealand War Service Medal) ended.

The NZOSM provides specific New Zealand recognition for operational service, and is awarded in addition to any New Zealand, Commonwealth or foreign campaign medal. It is awarded once only to an individual, regardless of how many times he or she has deployed on operations.

Personnel and veterans who have been awarded a campaign medal for operational service since 3 September 1945 qualify for the award of the NZOSM, provided that the particular campaign medal has been approved for acceptance and wear by New Zealanders. In addition, personnel who, under certain circumstances, have not completed the qualifying period for an approved campaign medal, but who have completed a specific period of service in an operational area towards such a medal (generally seven days on the posted strength of a qualifying unit), are eligible for the NZOSM.

To date, the NZOSM has been issued to over 19,000 veterans, currently serving military personnel and civilians. It is estimated that over 40,000 New Zealanders are eligible for this medal.

The colours of the ribbon allude to those generally regarded as the national colours of New Zealand, black and white. These colours were first adopted by the New Zealand troops in the South African War (1899-1902). The colours were used for the New Zealand War Service Medal, the New Zealand Service Medal 1946-1949 and the East Timor Medal . The distinctive design makes the statement that it is a New Zealand medal. When worn and overlapped with other medals the distinctive design remains visible.

24096 EI 2.4 **Role of the NZDF in the Community**

The NZDF is capable of providing, at short notice, trained personnel and their specialist equipment which is of considerable assistance to those community agencies responsible for coordinating emergency or resource protection services.

The NZDF is also specifically involved in providing services to Youth development through its connections with the New Zealand Cadet Forces and the Limited Service Volunteer schemes.

Elements of the NZDF available for emergency tasks	
Navy	One frigate and three inshore patrol vessels available for SAR and evacuations.
	12 person dive team - underwater search and explosive ordnance disposal
Army	Personnel on 48 hour degree of notice for SAR, fire fighting, casualty/ medical evacuation
	HQ elements to support Civil Defence and Civil Defence response groups
Air Force	One helicopter on standby for SAR, fire fighting and evacuation. One Orion for emergency search tasks One Hercules for emergency flights Civil Defence Response groups at each air base

<u>Ways NZDF have supported other groups in the community</u>

NZ Police	NZ Army assists with traffic control, vehicle checkpoints, traffic accidents, scene assistance, occasional accommodation and catering, daily catering for Police staff at the NZ Police Dog School RNZAF helicopters support NZ Police operations Transporting Police contingents to overseas postings ie Solomons. Navy Sail Training Craft for Risk Response group training Considerable assistance with SAR operations
Civil Defence	NZDF personnel assist in times of flooding, searching for missing people, evacuation of people, sandbagging, providing transport, cleaning up operations. Providing facilities to support Coast Guard operations. Assist traffic when the Desert Rd is closed and vehicles stranded
Conservation	Helicopters and soldiers assist in hut maintenance Mail drops to Raoul Island Navy re-supply of Raoul Island Soldiers assist with rounding up wild horses in the Kaimanawa Ranges.
Corrections	Army and Air Force provision of Lecture facilities and back up personnel should prison guards withdraw their services.

Rural Fire	Army units support NZ Fire Service at vehicle fires, fire alarm activations, domestic and scrub fires and hazardous substances spillages. Air Force units assist with helicopter training for Rural Fire Fighting groups.
Fisheries	Air Force provide helicopter support for Fisheries operational activities. Air Force provide Orions for maritime surveillance of our Exclusive Economic Zone Navy vessels conduct Fisheries patrol, surveillance and enforcement tasking in NZ coastal waters. Army provide training facilities and logistic support
Govt House	NZDF personnel provide Guards, Bands and Maori Culture groups for ceremonial support Air Force support for Vice-regal air travel within and beyond New Zealand.
Health	Army provide specialist advice to Chemical, Biological, Radiological Explosives working group.
Internal Affairs	NZDF personnel provide Guards, Gun Salute, Bands, Maori Culture Groups, accommodation, logistical support for visiting dignitries. Air Force transport within and beyond New Zealand for commemorative events
Customs	Navy provide patrols within NZ coastal waters
Antarctic programme	NZDF personnel and aircraft support NZ and US Antarctic programmes with air transport, logistics, personnel support aircraft and crews.
Medical	Army Field Hospitals often relocate to remote areas and offer free medical checks and minor operations to the local people
Community	NZDF provides a wide range of support to communities throughout New Zealand. Support is provided through organisations such as Child Cancer Society, TrustYouth Life skills, Lions Clubs and Plunket. Activites supported include school events, sports events, air shows, charities and youth groups. Activities include band performances, logistical support, Base visits, Marae visits and building/repairing community assets. NZDF units conduct training, various team building and workplace training courses and pre-deployment training to Coastguard, Airport security, Red Cross and NZ Police.

<u>Limited Service Volunteer Scheme – a special way of assisting the Community</u>

Limited Service Volunteers is a six-week residential motivational training scheme run by New Zealand Defence Force through LSV Company, located at Burnham Military Camp near Christchurch.

The principal goal of Limited Service Volunteers is to increase the number of young job seekers entering employment or training by improving their:

- motivation
- self-discipline
- self-confidence and
- initiative

These personal qualities are developed through the delivery of training within a disciplined environment Five LSV courses (each of six weeks' duration) were held offering 720 places (144 per course). A total of347 trainees commenced training and a total of 236 trainees completed training in 2005.

The current downturn in numbers is a reflection of the current labour market situation.

The NZDF and Ministry of Social Development (MSD) are to examine ways in which a modified LSV training course could be offered to young people between the ages of 15 to 17.

The MSD has stated that the special nature of the LSV courses continues to be valued as a significant impact on the lives of many unemployed young

people. The MSD considers the LSV scheme goes a long way in assisting people to be "work ready", and appreciates the considerable effort by NZDF staff of the LSV Company to work with trainees.

Careers in the other two NZDF Services

Navy Careers

OPERATIONS

The Operations Branches are primarily focused on the Navy's tactical and navigational activities. These are the people that actually navigate the ship from point to point, operate the weapons systems, make up the bulk of the boarding parties. It is from these branches that officers could be selected to become Captain of the ship.

AIRBORNE TACTICAL OFFICER

As a Navy Airborne Tactical Officer (TACCO) you've got the best of both worlds - professional Naval Officer and trained Helicopter Navigator and Systems Operator. You'll develop much sought after skills in leadership while undergoing TACCO training that is world class. You will coordinate and operate systems and weapons on the most advanced aircraft in New Zealand, the Kaman SH2G (NZ) Super Seasprite, with all the challenges of operating a full range of missions from a pitching, rolling ship's flight deck, day or night.

HELICOPTER PILOT

As a Navy Helicopter Pilot you've got the best of both worlds - professional Naval Officer and trained Helicopter Pilot. You'll develop much sought after skills in leadership while undergoing pilot training that is world class. You will be at the controls of the most advanced aircraft in New Zealand, the Kaman SH-2G (NZ) Super Seasprite, with all the challenges of operating a full range of missions from a pitching, rolling ship's Flight Deck, day or night.

SEAMAN OFFICER

To be a Seaman Officer is to aspire to be the Captain of your own ship, a challenging responsibility that requires leadership, professional knowledge and skill, as well as experience. You will have the opportunity to command from an early stage of your career. Our thorough training programme equips you with the necessary skills, while the experience you need will be acquired through several postings to sea as an Officer of the Watch.

HYDROGRAPHIC SYSTEMS OPERATOR

The Navy's Hydrographic Systems Operators play a key role in the gathering of data for all Oceanographic charts from Antarctica to Samoa and New Caledonia to the Cook Islands. It could be your data that keeps a vessel off the rocks with information you help collect as a Hydrographic Systems Operator. It's your role to undertake a variety of tasks to help gather the data required to produce and update navigational charts. In addition, you will also carry out various general and naval duties necessary to maintain and operate your ship.

COMMUNICATIONS OPERATOR

You're on duty at sea when you get a signal that there's a tanker on fire and your ship is ordered to assist urgently. You're the first to know. It goes with the job. The primary role of a Communications Operator is to provide reliable, efficient and secure communications to all Naval and Defence Forces 24/7 in New Zealand and overseas.

You'll ensure the prompt transfer of information between Defence Force commands (Navy, Army and Air Force) in New Zealand and also communicate with any Naval ships, aircraft or land forces here or overseas by means of satellite networks, local or wide area data networks, high frequency radios and radio-telephones. Even traditional signal lights and flags still have their place.

SEAMAN COMBAT SPECIALIST

Your ship intercepts a suspicious vessel in tropical waters. Is it running drugs or something more explosive? You have to go aboard and check it out, armed and ready for anything. It comes with the job. As a Seaman Combat Specialist you're responsible for the manning, operating and all instruction carried out on any weapons 50 calibre and below. You play a key part in the ship's boarding party and ship protection organisation, as well as general sea duties, parade training and ceremonial tasks.

COMBAT SYSTEMS SPECIALIST

Is that sonar contact the submarine you've been looking for... or a whale that's just passing by? As a Combat System Specialist you'll identify everything that is nearby. Fast.
You'll be working with state-of-the-art equipment and you'll monitor all ships, aircraft and submarines that have been detected by your ship (and other friendly ships), for navigational and tactical purposes. You'll be operating advanced combat systems

DIVER

Being a Navy Diver is much more than just diving! Destroying World War II mines and explosive ordnance, searching for missing persons and crime evidence in rivers and waterways, conducting above surface and underwater demolitions, and much more - it's all down to you.
To be a Navy Diver requires stamina, determination and a high degree of physical fitness.

The Operational Diving Team is an integral part of our Maritime Mine Warfare Force and has the key function of routine surveillance to reduce the level of mine-like objects or contacts in New Zealand ports and their approaches.

In addition the Diving Branch plays a support and assistance role as part of New Zealand's Counter Terrorism Force. To do this the Branch has the capability to dispose of explosive ordnance and 'improvised explosive devices'. Bombs, that is. As a Navy Diver you will be thoroughly trained to achieve the fitness and skill levels required to perform these duties to the required professional standard. The Operational Diving Team has an advanced deep-water diving capability onboard the 43 metre diving tender HMNZS MANAW

ELECTRONIC WARFARE SPECIALIST

A modern warship relies on highly sophisticated, leading edge electronic technology. As an Electronic Warfare Specialist you will be operating such state-of-the-art equipment. Electronic Warfare provides early detection of ships, aircraft and submarines. By intercepting their radar transmissions you will be responsible for identifying these intercepts and classifying them as friendly or hostile, thus providing your ship with the early indication of

a potential threat. To do this you will be trained in the operation of Electronic Warfare Systems and communication procedures

PHYSICAL TRAINING INSTRUCTOR

In carrying out their mission, Physical Training Instructors (PTIs) are involved in the organisation and management of a variety of sporting events, including most sporting codes and team-based activities. Onboard ships, they are responsible for organising fitness training as well as competitions against local teams in the port the ship is visiting. Expeditions and adventurous activities cover a wide range of outdoor activities that include tramping, kayaking (river and sea), orienteering, sailing, rock climbing and abseiling, as well as confidence courses.

HYDROGRAPHIC OFFICER

At sea the consequences of inaccurate charts could be catastrophic, too awful to think about. As New Zealand is an island nation it's vital that the Navy has a Hydrographic Survey Branch to survey our Exclusive Economic Zone and surrounding waters. More than 11 million square kilometres of the South Pacific from the Tokelau Islands to the Ross Sea are covered by 170 charts. Which require continuous updating. So when can you start? As a Trained Surveyor you'll assist navigation military survey, search and rescue, civil defence and disaster relief.

HELICOPTER CREWMAN

The role of Navy Helicopter Crewman (HCM) has expanded considerably since the Royal New Zealand Navy entered rotary wing aviation in the mid nineteen sixties. Today's Kaman SH2G (NZ) Super Seasprite HCM are employed for full time flying duties and the taskings can be pretty varied. You are responsible for the safety of all passengers in the aircraft, briefing VIP guests to conducting a rescue from the end of the winch helping them to safety. You are in charge of loads lifted, and contribute fully to the gathering of intel by the helicopter crew.

TECHNICAL

The Technical Branches are concerned fundamentally with keeping the vast range of equipment and systems onboard the ship functioning. This includes the maintenance, repair and upgrade of all systems. They are divided into two branches. The Marine Engineering Branch is responsible for float and move items, including the operation of main propulsion systems; the Weapons Engineering Branch is responsible for the maintenance, repair and upgrade of the fight function.

MARINE ENGINEERING OFFICER

At sea as a Marine Engineer Officer (MEO) you will be responsible to the Commanding Officer for the safe and efficient management of all propulsion, auxiliary power generation and distribution and domestic systems and equipment in your ship. Your skills will also involve major project management, budget procurement and control, training and personnel management, along with the maintenance of everything that lets the ship continue to float and move. That little lot should keep you busy

WEAPONS ENGINEERING OFFICER

In the Navy a Weapon Engineer Officer (WEO) is responsible for not just the weapons, but also the navigational aids, command, communication and sensor systems and munitions necessary to fight the ship. In other words, you will be a Systems Engineer managing the "FIGHT" capability using a vast range of technology that distinguishes a Warship from other vessels it shares the oceans with.

ELECTRONICS TECHNICIAN

The Weapons Engineering Branch maintains and repairs all of the electronic and weapons control systems which are the eyes and ears of a modern warship. Electronic Technicians are the ship's experts on electronics and, given the importance of electronic technology, they make a vital contribution towards ensuring a ship is ready to respond to any orders 24/7.

You'll be required to maintain an extensive range of cutting edge, technologically advanced systems which include the command and control system (the heart of the ship), data communication systems, information systems (including local area networks, HF, UHF or satellite communications systems) and navigation equipment. You have to know how to maintain and repair all of these systems to keep them at a high level of readiness around the clock.

MARINE TECHNICIAN

A modern warship contains more sophisticated technology and a greater range of equipment than a jet aircraft and often it has jet engines itself. As a Marine Technician you will be responsible for the operation and maintenance of the plant, equipment and systems that contribute towards your ship's ability to 'Float and Move'.

You'll be an acknowledged marine engineering expert, making a major contribution towards ensuring your ship is always ready for anything. All the weapons technology in the world is not much good if the ship is stuck in harbour with a broken engine when urgent orders come through.

The Marine Engineering Branch operates and maintains a wide range of equipment including

- Diesel Engines
- Gas Turbines (Jet Engines by another name)
- Electrical Power Generation And Distribution Systems
- Machinery Control And Monitoring Systems
- Hydraulic And Pneumatic Systems
- Refrigeration And Air Conditioning Plant
- Sewage Treatment Plant
- Desalination Equipment and Liquid Storage, Hull and Internal Fittings

Marine Technicians have to know how to operate all these various systems and how to maintain them in combat conditions. To achieve this you will be thoroughly trained in equipment fault diagnosis and repair through the use of state-of-the-art monitoring and analysis equipment.

WEAPONS TECHNICIAN

The Weapons Engineering Branch is responsible for the maintenance and repair of all weapons systems (even small arms). They're the teeth of a modern warship and ultimately the reason it exists. As a Weapons Technician you are an expert on weapons systems and it's up to you to ensure that a ship is ready to fight if it has to, because if a system fails it's not just 'game over' and try again.

Weapons Technicians maintain an extensive range of cutting edge, highly advanced and accurate systems. You can expect to work on state-of-the-art weapons including surface to air missiles, torpedoes for subsurface threats, the 127mm/(5 inch) gun and the Phalanx 4,500/rounds/min multiple barrel Close In Weapon System. Weapons Technicians also maintain the ship's small arms. You will be thoroughly trained so you can maintain and repair these systems in even the toughest environments

SUPPORT LOGISTICS

The Support Branch personnel provide the range of services that enables the ship to operate for prolonged periods at sea. This includes everything from the provision and preparation of food, to supply of spare parts, maintenance of onboard stores and provision of medical support, to personnel administration services, and pay and finance.

SUPPLY OFFICER

Last month you were sitting in an office in Auckland, trying to get urgent spare parts to a warship in the Arabian Gulf. Now you're standing on a road in Afghanistan working out how to get your trucks through a road block and back to your depot before sunset.

Right now Navy Supply Officers are serving at sea, ashore in a wide variety of management roles, in foreign countries and in conflict zones worldwide. What you do in each role varies: managing a budget, supporting a contract to build new ships, providing specialist logistic advice to a Commanding Officer, or enforcing the peace in a war-stricken country.

Being a Supply Officer is a good way to combine a leadership role with a general management job and a military career. You'll be responsible for the provision of support to the Navy's ships, bases and personnel. You'll manage supply chain systems, human resources, cash control, logistic planning, catering and food services and financial accounting - both at sea and ashore.

CHEF

Chefs are responsible for all the Navy's catering requirements ranging from nutritious meals for a hungry ship's company to seven course silver service formal banquets for VIPs and dignatories - and everything in between. You will prepare meals at sea and ashore, you may even find yourself cooking 'in the field', or on peacekeeping operations in Afghanistan. If that isn’t enough, as a Chef you will also be involved in fire fighting and damage control onboard ships - just like everybody else

MEDICAL ASSISTANT

Medics are responsible for the complete and comprehensive medical care of all Naval personnel both ashore and at sea. Medics take part in anything from immunisations to fire fighting, medical records to damage control. Onboard a ship you are the one responsible for the health and wellbeing of the crew, whilst ashore you will work in military hospitals - from the outpatient department to the operating theatre. You may even find yourself seconded to an Army or Air Force establishment for a change of medical scene. Being a Medic is a lot more than it seems.

Selected Careers in the NZ Army

Army Apprenticeship Careers

Army Apprenticeship Careers combine on-the-job training with professionally qualified instructors and NZQA-recognised Polytechnic courses.

Armourer
Carpenter
Electrician
Electrical Fitter
Electronic Technician
Maintenance Fitter
Plumber
Systems Engineer
Vehicle Mechanic

Armourers are highly skilled in the maintenance and repair of the wide variety of weapon systems used by the New Zealand Army. You will start off with pistols and rifles, but in time you'll progress to machine guns, mortars, the weaponry on armoured fighting vehicles and artillery. You will also be involved in regular outdoor training exercises with only a tented workshop for a base

As a Carpenter, your primary role is vertical construction from building a bridge to constructing a field hospital to construction tasks in disaster struck areas. You will work with all sorts of material and in all sorts of situations, both in New Zealand and on overseas deployments. You will earn trade certified qualifications and your skills will be called upon everywhere the Army goes

Electrical Fitters maintain and repair the vast array of electrical equipment used by the Army

Electronic Technicians are vital to the running of the modern Army. Electronic Technicians install, test and repair a wide range of sophisticated equipment, from radios to night vision and optical equipment. You will gain a trade qualification backed up with a variety of experiences and challenges.

As a Maintenance Fitter, you are responsible for maintaining and repairing the diverse range of mechanical and electrical equipment used by the New Zealand Army. From forklifts to NZLAVs to chainsaws, the variety and complexity of equipment you will be called upon to service is staggering. You will also earn a trade certified certificate

As a Plumber, Gasfitter and Drain layer in the Army, you will work on a huge variety of tasks and equipment from providing amenities in camps and bases to assisting in repairing damaged buildings. You will earn trade certified qualifications and be called upon everywhere the Army goes.

As a Systems Engineer your role is to provide technical engineering support to the NZ Army's Communication Information Systems fleet. You will plan, install, commission and engineer communications systems from single channel telegraph, to radio and satellite systems. As a Systems Engineer you will need to work in sole charge and in team environments, often in high pressure situations, to ensure integral communication systems are open and maintained at tactical, operational and strategic levels of conflict

As a Vehicle Mechanic, you are responsible for keeping the Army moving. You will be repairing and maintaining all operational and non-operational vehicles and equipment. This could be anything from a forklift to a NZLAV and you will earn trade-certified qualifications.

Army Combat Careers

Army Combat Careers focus on military defence equipment, technology and skills, and require physical fitness and teamwork.

Crewman
Field Engineer
Gunner
Plant Operator
Rifleman

There is no other trade like that of a Crewman. You will be trained to operate and fight from within an armoured vehicle and trained in the skills of mounted reconnaissance. This involves working under pressure in confined space, by day or night, in all weather conditions over varying terrain, anywhere in the world. With the introduction of the new NZLAV, the Crewman and Rifleman trades will work even more closely together.

As a Field Engineer, you will provide the New Zealand Army with combat engineering support, which means that you maintain the Army's ability to move and manoeuvre on the battlefield without interference from hostile forces. You will be trained in the use of explosives, bridge construction and demolition, field surveying, mine clearance, booby traps, explosives search, boating, water supply, tree felling and sawmill operation, minor construction, rigging and small engines

As a Gunner, you will be part of a professional team dedicated to providing safe, accurate and timely fire support to troops. To do this you will be trained in all aspects of soldiering including Infantry tactics, driving and specialised Gunner trades.

As a Plant Operator, you will provide support to units in the construction of minor earthworks and repairs. You are responsible for the safe operation of all kinds of plant used by the New Zealand Army, as well as maintenance of equipment

As a Rifleman, you are a front line soldier, and the backbone of Army service. You'll be physically strong withal high level of endurance and stamina. You'll work mainly in outdoor environments and receive advanced training in combat skills, weapons and equipment. You'll acquire navigation, field-craft and survival skills. You'll be a team player in an exceptionally tight team

Army Support Careers

Army Support Careers suit people who are efficient, methodical and well organised, and involve ensuring the Army has everything it needs to perform its duties.

Administrator
Ammunition Technician
Chef

Communications Systems Operator
Driver
Information Systems Operator
Movements Operator
Physical Training Instructor
Steward
Supply/Quartermaster

Without Administrators, an organisation as large as the Army would inevitably grind to a halt. As an administrator, you will be responsible for a diverse range of duties from pay, allowances and claims, to travel and personnel administration. Your job is to ensure that anything concerning personnel is actioned efficiently and effectively using the Army's modern communication and network systems, enabling other units to do their work and achieve their missions. You will also complete all soldier, weapon and fitness training providing you with a further rewarding challenge. In addition you could be deployed on unit exercises and work in field conditions

As an Ammunition Technician, you are in charge of keeping the Army armed. You will be responsible for the inspection, bulk storage and maintenance of all ammunition and explosives used by the Army. You will also conduct technical trials on new ammunition, conduct investigations into ammunition incidents and dispose of unserviceable ammunition. Ammunition Technicians also work closely with the NZ Police on the disposal of explosives, stray ammunition and bomb disposal tasks

Feeding the Army is a complex task. As a chef, you will help provide the catering for all the dining facilities in a camp with numbers varying from 80 to 800. Out in the field, you will be cooking using the Army's mobile tactical field kitchen and feeding hungry troops for anything from a couple of days to a couple of weeks

Communications systems operator involves working with the sophisticated communications equipment and technology, which keeps the Army's command and control systems up and running. You will learn to set up and operate multi-channel communications; long and short-range radio networks and satellite terminals. Out in the field, you could find yourself in a highly mobile radio detachment or possibly a vehicle mounted radio/field line detachment

As a driver in the Army, you will be a member of a tightly knit section of four to six vehicles, operating within a Combat Service Support organisation. You will be trained to operate your vehicle by day and night, anywhere in the world, and in all weather conditions and terrain. You will be driving, operating and maintaining General Service vehicles and you will gain a range of licences, licence endorsements, and NZQA unit standards towards New Zealand Road Transport Industry National Certificates

As an RNZ Sigs Information Systems Operator you will find yourself working with a wide range of information systems technology from single user computers to powerful servers. You will be part of a growing technical area within the Army, working with the latest software and hardware in one of New Zealand's largest computer networks. The trade is focused on the provision of information system support on the battlefield. This encompasses network servers, client computers and associated software and hardware.

As a Movement Operator, you could be loading and unloading cargo from supply ships and aircraft; planning and implementing the movement of personnel and equipment; or packing and preparing equipment and supplies to be dropped by aircraft. Movement control is about logistics planning such

as how to move a unit of 250 people, with equipment, from North Cape to Bluff or an overseas destination. Personnel, transport, equipment, supplies, and travel arrangements are all planned and co-ordinated by Movement Operators

Physical Trainers are recruited internally and externally. If you are already in the Army, you can register your interest with the Regional Physical Training Adviser (RPTA) who is the head of the local gymnasium. Approval to attend the selection course is subject to the approval of the RPTA. Externally, you can take part in the selection course by registering your interest with your local recruiter, who will inform you of the school qualifications required.

As a Steward, you will find yourself serving all types of food and beverages to the officers and senior soldiers in the Army's messes (or dining areas). You will also be involved in organising the Army's many formal regimental functions and official functions, some of which include providing fine dining to visiting dignitaries from overseas

The Supply/Quartermaster's main responsibility is to ensure that there is enough equipment and supplies to successfully complete any task. As a Supply/Quartermaster, your day will vary between physical training, unit and specific trade training. Your basic soldier skills are always maintained, and you get to enjoy the benefits of the Army lifestyle.

Specialist Positions

Bandsman
Dental Hygienist
Educator
Fire Fighter
Medic

The Primary role of the New Zealand Army Band is to perform at Military and State occasions and fulfil its role as the New Zealand Army's foremost Public Relations (PR) unit. The band is basically an all-brass band supplemented with a rhythm section, which adds to its versatility. Presently the bands are:

- Swing Band - Performing Big Band charts ranging from Glen Miller to modern swing numbers.
- Brass Band - Performing diverse styles of music scored for brass bands.
- Marching Band - Playing for military occasions and performing marching displays for various events.
- Dance Band - This group performs a wide range of music, from classic rock to the latest hits.
- Brass Quintet - Quintet performing a wide variety of styles.

The role of the Dental Hygienist is to obtain and maintain good dental health amongst New Zealand Defence Force (NZDF) personnel through a combination of practical clinical skills and education. As a Hygienist, you will mostly work on your own. However, the clinical skills that you provide are an important part of a team that aims to give an overview of the dental needs of NZDF personnel. You will be responsible for scaling and debridement of deposits from teeth and gums, taking x-rays, making mouthguards, polishing teeth, fillings, advising patients on oral hygiene education, providing fluoride treatments and a variety of other tasks.

Educators provide soldiers with classroom training in areas such as business writing, mathematics, literacy and communication skills; they also give advice on research. Co-ordinating distance-learning packages from institutions such as Massey University and maintaining high morale by running courses and producing newspapers are a part of the educator's role. You will also advise soldiers

about what education and training the Army requires them to undertake and assist them to enrol in these courses

As a Fire Fighter, your job is to protect Army and civilian personnel and equipment from fire and fire hazards. A typical shift involves trade training, fire safety promotion and physical training, as well as the servicing and maintenance of fire fighting equipment. Of course, you could be called out to an emergency at any moment when you are on duty. In the field, a Fire Fighter monitors and extinguishes any fires that may start during live firing exercises. You ensure that the camps have adequate fire fighting equipment and that any hazardous substances are stored correctly

The role of the Medical Corps is to look after the health and well being of soldiers. You will be treating illness, injury, and other medical conditions, in a camp environment and overseas on operational deployments and exercises. As a medic, you will be trained in first aid and emergency care skills, diagnosis and treatment of disease. Out in the field, you will be ensuring a high level of health and hygiene is adhered to in order to prevent illness and injury. This means checking on issues such as sanitary conditions and food preparation to prevent the spread of disease

COMPARATIVE RANKS WITHIN NZDF

RNZN		NZ ARMY		RNZAF	
WARRANT OFFICER		WARRANT OFFICER CLASS 1		WARRANT OFFICER	
		WARRANT OFFICER CLASS 2			
CHIEF PETTY OFFICER		STAFF SERGEANT		FLIGHT SERGEANT	
PETTY OFFICER		SERGEANT		SERGEANT	
LEADING RATING		BOMBARDIER Corporal		CORPORAL	
ABLE RATING		LANCE BOMBARDIER LANCE CORPORAL		LEADING AIRCRAFTSMAN	

RNZN			NZ ARMY		RNZAF	
VICE ADMIRAL			LIEUTENANT GENERAL		AIR MARSHAL	
REAR ADMIRAL			MAJOR GENERAL		AIR VICE-MARSHAL	
COMMODORE			BRIGADIER		AIR COMMODORE	
CAPTAIN			COLONEL		GROUP CAPTAIN	
COMMANDER			LIEUTENANT COLONEL		WING COMMANDER	
LIEUTENANT COMMANDER			MAJOR		SQUADRON LEADER	
LIEUTENANT			CAPTAIN		FLIGHT LIEUTENANT	
SUB LIEUTENANT			LIEUTENANT		FLYING OFFICER	
ENSIGN			SECOND LIEUTENANT		PILOT OFFICER	

Recent and on-going NZDF Overseas missions

Solomon Islands

The New Zealand Defence Force has had a presence, in varying numbers, in the Solomon Islands over the past three years.

The Regional Assistance Mission in the Solomon Islands (RAMSI) commenced in late July 2003 following a request for assistance to restore law and order from the Solomon Islands government.

RAMSI had the support of the Pacific Island Forum, the Commonwealth, and the United Nations. Over 2000 police, military and civilian personnel from New Zealand, Australia, Fiji, Tonga and Papua New Guinea have served with RAMSI.

New Zealand's initial contribution was a detachment of four Iroquois helicopters; crews, engineering and support staff, and headquarters based staff officers. In August 2003 a platoon from 1st Battalion, Royal New Zealand Infantry Regiment, joined the mission bringing the number of NZDF personnel to 222.

From a peak of 1,700 in 2003, military numbers from all contributors reduced to 650, and in October 2004 reduced further to a platoon sized group plus support staff. Platoon contributions are provided on rotation of three-month deployments, by New Zealand, Australia, Fiji, Tonga and Papua New Guinea. During their three month rotation the New Zealand Defence Force platoon will carry out daily patrols in Honiara, as well as regular patrols on Guadalcanal and, where necessary, other outlying islands.

The patrols are planned and coordinated by RAMSI's Military Headquarters based in Honiara where a NZDF military officer is Second in Command.

The police component of RAMSI retains overall control of security with the military component providing the support role. This combined contribution maintains the RAMSI mandate which is to promote peace and stability within the Solomon Islands.

246 police from 11 countries including New Zealand, Australia, and Pacific Island States remain in the Solomon Islands.

Antarctic

With effect 01 July 1996, 'Antarctica New Zealand' assumed responsibility for managing New Zealand's Antarctic activities. Each year Antarctic New Zealand request NZDF support for the forthcoming Antarctic summer season to provide air transport, logistics and personnel support during the summer months.

NZDF supports to both Antarctica New Zealand and to the United States Antarctic Programme. It includes RNZAF C-130 Search and Rescue/ Emergency Recovery Support to the USAF, C-130 Airlift, Terminal Operations at Harewood and McMurdo, Ship Off-load Team operations and Scott Base support personnel.

January 2006

For the first time a Royal New Zealand Air Force Orion has landed on the ice runways of Antarctica. The P3-K Orion, from No. 5 Squadron was conducting a trial flight to the region. The trial flight will determine the feasibility of conducting patrols from Antarctica in support of the Convention for the Conservation of Antarctic Marine Living Resources (CCAMLR).

East Timor

During the 1990s, the situation in East Timor finally came to the world's attention. On 30 August 1999 there was a referendum, the UN was asked to conduct it, this was only the second time in its history that the UN had to manage a referendum like this.

Trouble during the Referendum

There was trouble even before the voting started. Gangs had formed, up to 30,000 members armed with machetes and rifles used violence to frighten Timorese to vote against independence. The East Timorese paid a heavy price for their bravery, many buildings were destroyed in the days leading up to the referendum.

September 1999: violence and destruction

After the result of the referendum was announced on 3 September 1999 the gangs or militia groups started destroying houses and buildings, they forced people to leave their homes, formed roadblocks, towns and villages were demolished. East Timor was being deliberately destroyed. More than 200,000 refugees were forced across the border into West Timor.

UN Force in East Timor

Other countries including New Zealand , were asked to contribute to a UN peacekeeping force. On 13 September 1999 the RNZN's tanker HMNZS ENDEAVOUR left New Zealand bound for East Timor, loaded with helicopter fuels and supplies. On 14 September 1999 the RNZN frigate HMNZS TE KAHA joined ships from other countries patrolling off the coast of Dili. Two C130 Hercules aircraft of the RNZAF were sent to Darwin in preparation for flights into Dili airfield.

On 17 September 1999, Prime Minister Jenny Shipley announced that New Zealand would send an initial force of 420 soldiers and 265 navy and air personnel. More than a 1,000 NZDF personnel would be sent, this included a whole infantry battalion, a frigate and a helicopter squadron.

Mission to East Timor

The mission to East Timor was the largest deployment for the NZDF in 35 years.

The main job of the soldiers was to keep the East Timorese people safe from the militia. The New Zealanders were mainly around the town of Suai and along East Timor's southern border with West Timor. Their roles included providing security by carrying out patrols, observing and following the militia. In one incident, a New Zealand soldier was killed while following the trail of a group of militia.

The Royal New Zealand Navy (RNZN) and Royal New Zealand Air Force (RNZAF) also played a major role in East Timor. The RNZN was the first part of the NZDF to begin work in East Timor arriving off the coast of Dili on 14 September 1999. The Air Force was heavy involved with transporting supplies, equipment and personnel into Suai.

The helicopters from No 3 Squadron first flew in East Timor on 26 September 1999. Up to six helicopters from No 3 Squadron were employed by the New Zealand Infantry Battalion.

Other Duties

In addition to border security and helping to bring order to East Timor, army engineers built roads and schools, and set up clean water supplies. Soldiers helped teach English and the doctors and nurses provided medical treatment to locals.

By November 2002, New Zealand's work was done and the battalion and support elements were withdrawn.

2006 in Timor-Leste

Due to the unrest and fighting, NZ troops have been sent to assist with stability, law and order and security of NZ nationals/Embassy. Australia, Malaysia, United States and New Zealand have all sent troops to Dili at the request for assistance for the government of Timor-Leste.

Afghanistan

The town of Bamyan, in Bamian Province, Afghanistan is where the NZ PRT is located. Kiwi Base and the airfield are to the south of the valley and the main township and bazaar (shopping centre) is located to the north of Kiwi Base.

In winter (Dec-Mar), the surrounding mountains and valleys are covered in snow. The township of Bamyan is at an altitude close to 2,550m above sea level (Mt Ruepehu is 2,997m and some of the mountain passes are as high as Mt Cook/Aorangi).

r) NZ PRT (Provincial Reconstruction Team)

The NZ PRT Bamyan is tasked with maintaining security in Bamyan Province. It does this by conducting frequent presence patrols throughout the province. The PRT also supports the provincial and local government by providing advice and assistance to the Provincial Governor, the Afghan National Police and district sub-governors. Thirdly the NZ PRT identifies, prepares and provides project management for NZAID projects within the region. These are contracted to Afghan companies who hire local workers to assist with the completion of these projects. Thus each project provides new amenities, and also provides employment in the region.

The NZ PRT may also assist with distributing emergency humanitarian assistance, particularly during the harsh winter months.The PRT comprises NZDF, NZ Police, NZAID rep, US Armed Forces, representatives from the US Depts of State and Agriculture, and a USAID rep.

AFGHANISTAN is located North West of INDIA and is bordered by PAKISTAN, IRAN, TURKMENISTAN, UZBEKISTAN TAJIKISTAN, and CHINA. KABUL is the capital of AFGHANISTAN, a city of approximately three million people, by far the largest city in

AFGHANISTAN. There is a large AMERICAN airfield and coalition base at BAGRAM, located approximately 50 minutes driving time north of KABUL.

The NZ PRT Area of Operations (AO) is BAMIAN Province, approximately one hour flying time or eight hours road drive west of BAGRAM – and that is on a good day. This drive has been known to take up to 33 hours in inclement weather!

BAMIAN is one of the central provinces of AFGHANISTAN, and is located in what is known as the Central Highlands Region. It is bordered by the provinces of SAR-E-POL and SAMAGAN to the north, BAGHLAN, PARWAN and WARDAK to the east, GHAZNI, ORUZGAN and DAI KUNDI to the south, and GHOWR to the west.

BAMIAN province is approximately 200km East to West, roughly 2-3 days driving, and around 250km North to South, approximately 2-5 days driving – driving time is weather and season dependent. The roads are unsealed and rocky and drivers can safely average speeds of 25-40 km/hr.

s) Kiwi Base, Bamyan (home for NZ PRT 8)

Located outside the township of Bamyan in the Bamian Province of Afghanistan.

New Zealand is tasked with maintaining security in Bamyan Province, and assist in reconstruction and development in the region.

The 7th New Zealand contingent manning the Provincial Reconstruction Team in Bamyan, Afghanistan (PRT) officially handed over its role to 'NZ PRT 8' on the 29 April 2006. The handover parade was conducted at Kiwi Base, Bamyan on a warm morning with temperatures in the mid 20 degrees Celsius.

The 8th contingent left New Zealand on April 21, 2006. The contingent includes 123 New Zealand soldiers, sailors and airmen and women, as well as three officers from the New Zealand Police Force. The contingent also includes 10 personnel based at Bagram Air Force Base as a support element to the PRT.

The 8th rotation Commanded by Captain Ross Smith, RNZN arrived in Bamyan late April for a six month deployment.

The government has also announced that the NZ PRT would be extended until September 2007.

Departing NZPRT Contingent Commander, Group Captain Steve Moore, told NZ PRT personnel that, “we are not the only show in town. What we achieve in Bamyan we do not do so in isolation, but as a team, a team of Afghans and internationals, all with the same goal in mind – a stable and secure province in which all people can prosper and live in peace. Many regions of Afghanistan are still plagued by violence but due largely to the people of Bamyan and with assistance from the Coalition Forces this province is moving forward. However we can not assume that this situation will stay as it has in the last three years and those on the outside may see this province as an opportunity to score points against the people, the Government and the Coalition. So to NZ PRT – do not let your guard down”.

After take off the C130 Hercules passed low over Bamyan to allow their passengers a final view of the famous Bamyan Buddha’s.

Other NZDF support in Afghanistan

The New Zealand National Support Element (NSE) is based at Bagram Air Force Base (BAF) about an hour and a half (60km) drive north of Kabul. Their task is to provide logistical support to the NZ PRT at Kiwi Base in Bamyan and other NZDF personnel in Afghanistan.

Two SNCO instructors are attached to the UK Afghan National Army Training Team (UK ANATT). These instructors deploy for six-month tours.

Five NZDF personnel are in the Middle East to provide a support mechanism for NZDF force elements deployed to Afghanistan and to assist co-located coalition partners.

RNZAF flags, pennants and star plates

Distinguishing Flags : When to be Flown

Rank Distinguishing Flags

8.1 The rank distinguishing flag or pennant of the officer in actual command is to be flown at the masthead and is not to be raised and lowered daily with the ensign, but is to remain hoisted at all times except on those occasions when the Royal Standard, Governor-General's Standard or the standard of a member of the Royal Family takes its place.

8.2 At bases where more than one unit is located the rank distinguishing flag or pennant of the officer in actual command of the base is to be flown at the masthead of the base flagstaff, but the flag or pennant of a unit commander on that base may be flown on a flagstaff, if available, at the unit headquarters.

8.3 At joint establishments the rank distinguishing flag of the senior air force officer is to be flown whenever the RNZAF ensign is flown.

8.4 Illustrations of rank distinguishing flags and pennants are contained in Annex A.

Appointment Distinguishing Flags for MT Vehicles

8.5 Appointment distinguishing flags may be flown on Service motor vehicles when the person designated is travelling in the vehicle. Flags 300 millimetres long by 150 millimetres deep to flag specification NZDFS − FLG − 392 are to be flown from a staff mounted in a central position over the radiator grille of the vehicle or from a mounting bracket on the right hand edge of the bonnet. Where possible the drilling of holes in the vehicles body work is to be avoided.

8.6 Appointment distinguishing flags may be flown for the following:

a. CAF. Miniature RNZAF Ensign.

b. Commanders. Astral crown within the RAF roundel on a light blue background with the letters NZ in white and 25 millimetres in height being separated so the N is positioned below and to the left of the crown with the Z occupying a similar position to the right of the crown. Commanders are defined as:

1. Group Commanders;
2. Commanders, NZ Forces overseas where the incumbent is an RNZAF officer in the rank of AIRCDRE when on duty in a country within their area of responsibility; and
3. Commanders, NZ Forces overseas where the incumbent is an RNZAF officer in the rank of GPCPT or below when on duty in a country within their area of responsibility and where NZDF approval has been obtained.

c. Air Base Wing Commanders of the Rank of SQNLDR and Above. RAF roundel on a light blue background with the letters NZ in white and 25 millimetres in height, separated and occupying similar positions as in sub-paragraph 8.6a.

d. CDF. Defence Crest on a background of equal width horizontal bands of the three Service colours, Navy top, Army centre and Air bottom.

e. Where a single Service Chief of Staff, other than CAF, is travelling in an RNZAF vehicle within NZ, the appropriate flag for the persons military appointment may be flown.

f. Where a visiting overseas Service Chief of Staff is travelling in an RNZAF vehicle within NZ, if it is available and protocol dictates, the appropriate flag for the persons military appointment may be flown.

8.7 Appointment distinguishing flags are to be flown only during such time as the vehicle is occupied by, or in use by, the officer entitled to fly the flag and the following additional provisions are to apply:

a. Within NZ. A flag is to be flown only where the officer is engaged on duties pertaining directly to his or her appointment. Except for visiting overseas Officers, it is normally to be confined to within the bounds of the unit or units under command.

b. Overseas. The limitations of sub-paragraph a. are to apply with the additional qualification that flags are to be flown on cars only when the laws or customs of the countries permit and not when political or local area circumstances at the time make it undesirable to do so.

c. Dress. An entitled officer when dressed in civilian clothes and travelling in a Service vehicle on duty, either within NZ or overseas, may display a distinguishing flag when he or she considers it appropriate.

8.8 The use of any other appointment distinguishing flags on Service motor vehicles is forbidden, except when NZ politicians acting in their official capacity are travelling, the NZ flag may be flown. The flag of the country of an overseas visitor may be flown where protocol dictates.

8.9 Royal flags, and the Governor-General's flag, are flown in the same manner as described in Chapter 6 and positioned on the vehicle as described in paragraph 8.5.

8.10 Illustrations of appointment distinguishing flags are contained in Annex B.

Star Plates

Vehicle Distinguishing Plates for Officers of Air Rank

8.11 The distinguishing star plates of officers of air rank are to be attached to the front and rear number plates of the vehicle on all occasions when occupied by the following:

a. A Marshal of the RAF. Five stars arranged in a circle.

b. An Air Chief Marshal. Four stars in a horizontal line.

c. An AM. Three stars in a horizontal line.

d. An AVM. Two stars in a horizontal line.

e. An AIRCDRE. One star.

8.12 The stars are silver (chrome) in colour 40 millimetres (20 millimetres from the centre to tip) in size and mounted in a horizontal line centred on a 240 millimetres x 80 millimetres plate. Suitable plates are to be produced to allow for the mounting of up to five stars evenly spaced on a centred horizontal line.

8.13 Stars for the Marshal of the RAF are mounted on a 240 millimetres x 160 millimetres plate evenly spaced on a pitch circle diameter of 140 millimetres centred on the plate, starting with a star positioned at the top of the circle.

8.14 The colour of the plates are as follows:

a. Defence Staff (CDF). Admiralty blue, Admiralty red and Azure or Cambridge blue horizontal bands of equal width, matching the flag as described in sub-paragraph 8.6d.

b. Navy. Admiralty (Royal) Blue,

c. Army. Admiralty Red, and

d. Air Force. Admiralty (Royal) Blue.

8.15 Star plates are to be displayed only when an officer of appropriate rank is in the vehicle and is attending an official function, e.g. Charter parade, visiting a Service establishment. Mounting plates are to be hooded when the vehicle is not occupied by the entitled officer.

8.16 Illustrations of appointment distinguishing star plates are contained in Annex C.

Location and Role of RNZN Bases and NZ Army Camps

As part of the lesson Cadets should have an outline map of New Zealand on which to locate the following bases.

Royal New Zealand Navy.

Name	Location	Function
RNZ Naval College Tamaki	Devonport, Auckland	A registered Government training establishment, the RNZ Naval College TAMAKI coordinates training within the Naval Base - from New Entry or Officer Training School to the Damage Control and Command schools that everyone must attend at stages of their career. There are also schools for each Naval specialisation, from marine engineering to Officer of the Watch, from hydrography to communications, and many more besides.
HMNZS Philomel	Devonport, Auckland	HMNZS PHILOMEL is the home of Naval Support Services. This incorporates the Navy Museum at Spring St, Devonport and the Navy Band, Support Services are also responsible for the logistics and organisation of Naval personnel, and for any visits to the base by foreign ships. The Navy Fleet gymnasium is well equipped and full of eager instructors ready to facilitate healthy living and active participation in sport and recreation by all. Additional support services include the Fleet Engineering Centre, made up of Marine and Weapon Engineers who ensure that deployed ships are supported with the right equipment at the right time, as well as developing and investigating future capabilities for the RNZN. Naval Support Flight, based at the RNZAF Base Auckland, provides helicopter support for deployed ships, using a combination of Air Force and Navy people. The Dry Dock is an asset that is used by both Navy and commercial shipping, including the Inter-islander ferries. Naval Health Services ensure all personnel remain fit and healthy for work, and provide expertise externally, particularly in hyperbaric medicine. (Nitrogen bubbles in the blood created by rapid ascent from diving – causes the “bends”)
Irirangi	Waiouru	Naval Communications
HMNZS Wakefield	Wellington	Naval Staff
RNZNVR Divisions		
HMNZS Ngapona Maritime Trade Organisation Cell	Auckland Tauranga	The Naval Reserve has a proud place in New Zealand's naval history, its people providing professional loyal service on a part-time basis. The role of the early Naval Reserve was to supplement regular force numbers and to provide coastal defences to ensure the free flow of shipping. The role has become more complex but still involves supplying personnel for Naval vessels as well as providing a key interface between the New Zealand Defence Force and the Maritime Industry. But there is so much more...from Fishery patrols and customs assistance, to assisting civil agencies, to hosting overseas guests, to port based liaison, to peacekeeping missions, to boarding and briefing of merchant vessel Masters, to vessel tracking and maritime operational analysis.
HMNZS Olphert	Wellington	
HMNZS Pegasus	Christchurch	
HMNZS Toroa	Dunedin	

NZ Army

2 Land Force Group	3 Land Force Group	Force Troops	Army Training Group
Regular Army	**Regular Army**		
HQ 2 Land Force Group Linton	HQ 3 Land Force Group Burnham		HQ Army Training Group - Waiouru
Queen Alexandra's Squadron - Waiouru	2/1st Bn, Royal New Zealand Infantry Regiment - Burnham	1 NZ SAS Group - Papakura	Land Operations Training Centre - Waiouru
1st Bn, Royal New Zealand Infantry Regiment - Linton	3 Field Troop, 2 Engineer Regiment - Burnham	Force Military Police - Linton	Officer Cadet School - Waiouru
16 Field Regiment, Royal New Zealand Artillery - Linton	3 Signal Squadron - Burnham	3/1st Bn, Royal New Zealand Infantry Regiment	Army Depot - Waiouru
2 Engineer Regiment – Linton	3 Logistics Battalion - Burnham		New Zealand Army Marae - Waiouru
2 Signal Squadron - Linton	Medical Treatment Centre, 2 Health Services Battalion - Burnham		New Zealand Army Band - Burnham
Force Intelligence Group	3 Military Police Platoon - Burnham		NZLAV Transition Team - Waiouru
2 Logistics Battalion - Linton	**Training**		New Zealand Army Simulation Centre - Waiouru
2 Health Services Battalion - Linton	Army Adventure Training Centre - Burnham		
2 Military Police Platoon - Linton	3 Regional Training Unit - Burnham		
	Health Services School, 2 Health Services Battalion - Burnham		
Territorial Force	**Territorial Force**		
3rd Auckland (Countess of Ranfurly's Own) and Northland Battalion Group – Arch Hill (Auckland)	2nd Canterbury, and Nelson-Marlborough and West Coast Battalion Group - Burnham		
5th Wellington West Coast and Taranaki Battalion Group - Wanganui	4th Otago and Southland Battalion Group - Dunedin		
6th Hauraki Battalion Group - Tauranga			
7th Wellington (City of Wellington's Own) and Hawke's Bay Battalion Group - Trentham			