

# Prop Wash

Turbulence and Induced Drag



It's that. . .

*I cannot believe it's  
that time of year  
again... again.*



## What's Hot and what's not

- Page 2 The Editorial page
- Page 3 Battle of Britain parade  
ATC Auckland
- Page 4 A long lost relative  
found on the other side  
of the world
- Page 6 Score another one for  
Scotty's Spread Sheet



# THE EDITORIAL CORNER



One of the things about preparing the Christmas edition of our erstwhile publication is that it serves as a poignant reminder that we are all another year older. Heaven preserve us... we need that sort of reminder !!!

I suppose the upside of that equation is that at least we are still here to complain about it... and in fairness... one harbours certain trepidations when contemplating the alternative.

As if that isn't enough... we have an Anniversary reunion coming up which will remind us further - that it is now 40 years since our squadron was disbanded... can you believe it?

41 Sqn has been off the books for longer than most current serving personnel have been in uniform... in fact the only thing older than our closure are the aeroplanes our transport folks are nursing around the skies. The interesting part of that is that we still have one Herc in Blenheim (over four years now - I am reliably informed... at the time of writing) under going its 'structural up-grade'.

I was still on Whenuapai when the first a/c went to Edmonton (I retired again in 2007)... so for ten years 40 Sqn has been operating at least 20% under establishment strength, and that doesn't count the overlaps when there were two Hercs on the ground in Blenheim as one was finishing up and the next had run out of hours, awaiting induction.

The joyous part of running a modern air force... if it's not manpower, it's equipment, (it's just never ending).

Those who keep an eye on the newspapers will be aware that the Defence Whitepaper (08 June 2016) has 'earmarked' sum \$20bn worth of defence spending over the next 25 years. This supposedly will be apportioned over the three services on a 'specific needs basis'. On the one hand this doesn't sound too unreasonable until you start massaging the numbers a bit. Unfortunately 20 billion divided by 25 is little more than 0.8 billion per year in today's dollars - if evenly spread. (which of course it won't be). In the years where a significant purchase is signed up - a greater percentage will be committed, which I would suggest will demand various scrimping and savings be made in the non-spending years. A bit of basic applied economics would suggest the dollar purchasing power is likely to fall by at least 50% over the next ten years and probably considerably more over the following ten years. Sadly capital expenditure items are unlikely to follow suit... to the contrary, it would not be untoward to expect a fairly healthy escalation in purchasing costs.

I guess certain adjustments are likely to be necessary... with a possible 'down scaling' of perceived demands not being entirely ruled out.

Oh well...what's new?





# Battle of Britain - 2016



The Battle of Britain commemoration on Sept 18<sup>th</sup> fell afoul of the Auckland weather. Well perhaps not entirely. A drizzling rain put a damper on the first part of proceedings but things improved a little as we got closer to midday.



The Cadets put on a creditable display - their enthusiasm scarcely hampered by the conditions. Chief of Air Force (AVM Tony Davies) offered some encouraging words and no doubt the odd pencil will be sharpened in readiness for the next available application form in a couple of years time.

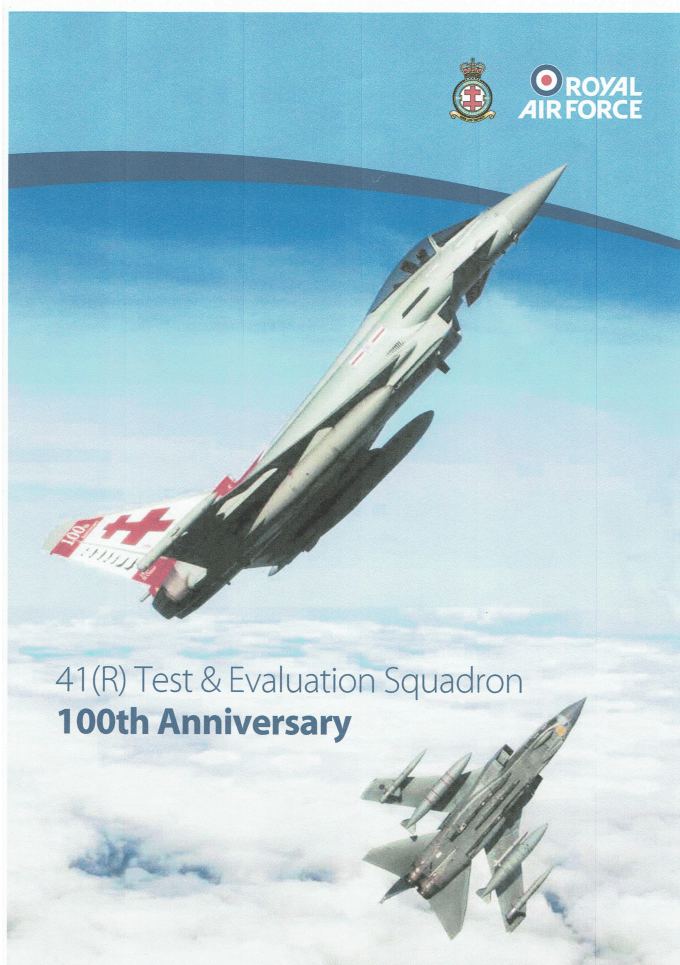
The general public were conspicuous by the absents - although in fairness

perhaps not quite to the degree indicated by the photograph of the front of the Museum building. The crowd tended to move a bit - coming forward as the showers eased and heading back for cover when necessary.

It would probably be fair to suggest that a number of proud parents could be counted among those present, and that's always pleasing to see.







## 41(R) Squadron

*is alive and well (it just doesn't wear our colours)*

An e-mail came through to the Committee the other day from another 41 Squadron. Well... 41(R) Squadron RAF actually. As the cover above shows, this unit is now the RAF's Test and Evaluation Unit.

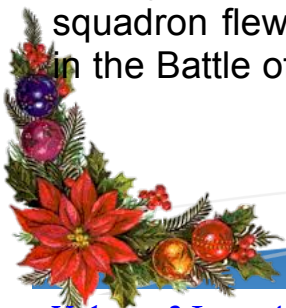
However it wasn't always so... operationally the squadron has a long and quite colourful history. Originally being formed in April of 1916 as part of the Royal Flying Corp, it was first disbanded in 1919 but was reformed in 1923 as part of the RAF.

During the Second World War the squadron flew Spit's over Dunkirk; fought in the Battle of Britain, and played a roll in

the Normandy landings. From 1944 to 1946 it supported the Allied advance into Germany, remaining there as part of the occupation force at the cessation of hostilities.

From there on its history is a little more checkered... being disbanded and reformed several times throughout the jet age operating fighters, reconnaissance and interceptors through until 2006 when it was re-rolled as the Fast Jet & Weapons Operational Evaluation Unit. Thus it remained until 2010 when it became the RAF's Test and Evaluation Squadron.

Its current home address is RAF Coningsby in Lincolnshire.







## ***CLASSIC FLYERS TAURANGA***

A once in a lifetime opportunity... yes!.. you only get one shot at this.

We can honestly say, with hand on heart... that there will never be another one of these - in our lifetimes anyway.

This is your last chance to contact those long lost mates you haven't seen in years, and put together a party.



Paying by direct credit...

41 Sqn Association a/c number:

**06-0583-0213293-00**

Don't forget your name and serial No

# ***40th*** Anniversary





Chalk another one up for the good guys

Well done Scotty...

Sean Strang  
4 The Fjord, Aotea  
PORIRUA 5024

06 September 2016

Minister of Defence  
Hon Gerry Brownlee  
Parliament Office  
Private Bag 18 888  
Parliament Buildings  
WELLINGTON 6160

Dear Minister

Just recently I became aware of my late father's entitlement to two Vietnam related War Medals that he had earned whilst he was posted to 41 Squadron Royal New Zealand Air force (RNZAF) in Singapore during the early 1970's. I only discovered this entitlement because of an article I read on stuff.co.nz, even though like my father, I too was a member of the RNZAF for 28 years.

Once I had discovered this

entitlement I started the process of applying for these two Medals. It was at the very start of the Medals application process where things became extremely difficult, which is one of the main reasons why I write to you now.

As part of the Medals application process, you must provide enough evidence to support your application, which I totally understand, and fully agree with. However, with my Fathers application, finding that evidence was a near impossible task.

Thankfully, and only because of the assistance of Mr. Doug (Scotty) Wingfield whose name I got from the stuff.co.nz article, was I able in the end to apply for Fathers Medals. Scotty, had been through this same process when he was applying for his own Medals, and because of the same difficulties he experienced, he has researched and amassed a large amount of information from the Official Unit Histories for 41 Squadron and from RNZAF Aircrew from aircrew flight logs. He has created a database to assist others like me. However, it should be noted that the information Scotty does



hold, only relates to RNZAF 41 Squadron in Vietnam for the ten-year period 1965 to 1975.

To date Scotty has helped ten other servicemen with their Medal applications; of those 10 applications 6 had previously been rejected by NZDF Medals for lack of evidence. In terms of the scale of this issue, Scotty has 6 other applications in process, and a further 16 names of ground crew members that entered Vietnam as confirmed from Air Crew Flight Logs. He has another 23 names of 41 Squadron servicemen that have either contacted him for help or are recorded in the Squadron's Unit Histories; most are unaware of their entitlement.

After a very long process of looking through my Fathers now archived Service Records (*which like Scotty's held no information*), family photos, letters, etc., it transpired that one of the most important pieces of evidence needed for the Medals application, is actually held by the various ex 41 Squadron RNZAF Aircrew in their personal Flying Log Books. Unfortunately, this information is not held in any sort of central repository (Archives NZ).

What has become apparent is that there are a lot more people who have an entitlement to these Medals, but are completely unaware of it. Then once they do discover the entitlement, it will be a near impossible task obtaining the necessary evidence to support their

Medal application, unless they know of Scotty and how he can help. Exacerbating this situation is Archives NZ who has continually rejected Mr. Wingfield's urgent requests to digitize the 41 Squadron's Unit History records for the period of the Vietnam War. The need is simple and urgent, these aging servicemen and other interested parties like NZDF Medals, Veterans Affairs, and others can search the records online; there are only four volumes.

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Personally I find it very sad that such a large part of New Zealand's recent military and social history, is not held in any official capacity, and is in fact held by a small group of individuals, who like my Father have, or soon will pass on. Once that happens it will mean the information will become even harder to find. I also find it alarming that there could be quite a large group of people that maybe entitled to "Medallic Recognition", that actually have no idea of that entitlement, and I was only concerned with the RNZAF (41



Squadron) during the 1965 – 1975 years of the Vietnam War.

Because of my own experiences in applying for these Medals for my late father, I am writing to you to officially request that something be done to make the process in applying for Vietnam related medals a lot easier, and to capture and record a part of New Zealand history that will likely soon disappear.

I would like to hereby officially request that the following suggestions be investigated and or implemented:

- Greater awareness of Medal entitlements is advertised to New Zealand.
- Contact individual RNZAF 41 Squadron Aircrew, with the aim of photocopying / digitising all their individual RNZAF Aircrew Log Books, and placing that data in a central repository for the benefit of all New Zealanders.
- Commit Archives NZ to immediately digitise the four volumes of the 41 Squadron Unit Histories so that all Vietnam flights, crew names and locations can be searched online.
- Look into and possibly take the same actions for the other RNZAF Squadrons that flew into Vietnam. The same may also apply for other

“Emergencies” or “confrontations” and other actions the RNZAF was involved in.

- Confirm the availability of flight / passenger data for other RNZAF “actions” over the past 25 years or so where we have been in a computer age, i.e Gulf War, Somalia, Iraq etc.
- Actively seek out and contact people or family that have an entitlement to these Medals, and advise them of the entitlement. [As done by the NZ Red Cross in 2008. They went out and found the NZ nurses that had served in Vietnam, brought them to NZ and awarded them their medals]
- Establish a relationship with Mr Doug (Scotty) Wingfield to enable the sharing of the information he already has.
- Formally recognise the actions of Mr Doug (Scotty) Wingfield.

I don't think the costs involved with any of these suggestions would be great, however, the outcomes will not only benefit New Zealand by increasing the knowledge of a part of New Zealand history that may soon be lost, it will, more importantly, give recognition to those New Zealand servicemen that





served their Country in the Vietnam War.

I personally would also like to help in any capacity I can, and can be contacted at the above address.

Please note that I have also sent this same letter to the, Minister of Veterans' Affairs, and I have sent copies to the Chief of Defence, Chief of Air Force, the Royal New Zealand Returned and Service's Association Inc., and the New Zealand Vietnam Veterans Association Inc.

Yours sincerely

SR Strang

*It is always gratifying to see a positive outcome and it must be particularly pleasing from Scotty's perspective, to note that all that work effort and time spent is coming to fruition.*

*I have received a number of letters, perhaps not as detailed as the above - but equally as heartfelt and meaningful to the senders expressing their thanks to him.*

*I am however saddened that the very organization charged with the responsibility of administering such matters on behalf of those who have served have been so consistently remiss in the discharge of their duties.*

*The reasons for the oversight in medallic recognition has long been known, but no latitude has been granted nor allowance made to redress this wrong. It has fallen to one private individual to set the ball rolling.*

*Ed*



# Nostalgia Corner



Whilst doing my customary research for the current issue... I happened upon the above photograph. Funny I thought... there is a certain familiarity about the shape and colour of this beast. The caption accompanying suggests quite simply “... **it was a New Zealand aircraft photographed in September of 1967 at Vung Tau by a member of an Australian Army unit...**” ( obviously a curiosity piece)

A quick run through ‘Scotty’s Spread Sheet’ reveals that indeed NZ5909 was quite busy that month making no less that three flights into Vietnam on the 14<sup>th</sup>, 17<sup>th</sup> and 27<sup>th</sup> under the command of messrs Cotton, Tremayne and Young (respectively). The crews - in the same order being:- Ramsay, Magill, Rosengrave - Simmonds, Francis McCullough, Gourley, Bradbury - and Osbourne, Geddes, Keatley, Amondeo ,Rosengrave.

In fact it would appear that there were a total of six flights into South Vietnam that September - although the number would be surpassed the following December and January with seven flights a piece and then in May of 1968 with 13. Vung Tau had obviously become the destination of choice.





# SPECIAL NOTICE

**The Committee agrees that 'miniatures' can be worn at the Reunion formal dinner.**

**You are invited to do so.**



Well... some Christmases appear to look better than others... although I guess that could be a purely subjective opinion.

*All the best everyone - see you at the reunion*



Good morning,

**LATE ADDITION**

Can you please pass this on to your particular association members. (Hugh: please pass to Navnet).

I had a meeting in Air Staff on Monday to discuss the 80th anniversary Air Tattoo next year. Wearing my RNZAF hat, the RNZAF has asked me to act as a point-of-contact for all the various RNZAF-associated veterans groups for the purpose of facilitating veteran attendance at the Tattoo.

In the first instance I am simply looking for an indication of the number of veterans who might wish to take advantage of assistance at Ohakea. The veterans being targeted are principally, but not necessarily exclusively, Goldcard holders. The detail of any assistance is yet to be determined, but might consist of special bus transport to the Base from a designated point(s), and a marquee dedicated to veterans to be located near a VIP marquee on the Base. Assistance from the marquee might include a place to rest, food and water, and medical assistance. In addition to getting an idea of numbers, I am also looking for ideas on what other assistance veterans might want or need.

Where veterans need to be accompanied by family members, please also clearly indicate how many family members you would wish to attend with you. (Depending on interest, we might need to limit family member numbers).

In short, please advise me by Friday 11 November your interest in taking advantage of 'veteran assistance' at next year's Air Tattoo, numbers of family members you might wish to accompany you, and any support that might be needed on the day. You can either email me directly, or preferably, association secretaries can provide a consolidated response.

Note that we will all need to purchase tickets through Ticketek (\$35 per adult).  
I appreciate you giving this your urgent attention.

Terry Gardiner  
Air Cdre RNZAF (Ret)  
National President RNZAF Association

**STOP PRESS**

# *Committee*

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