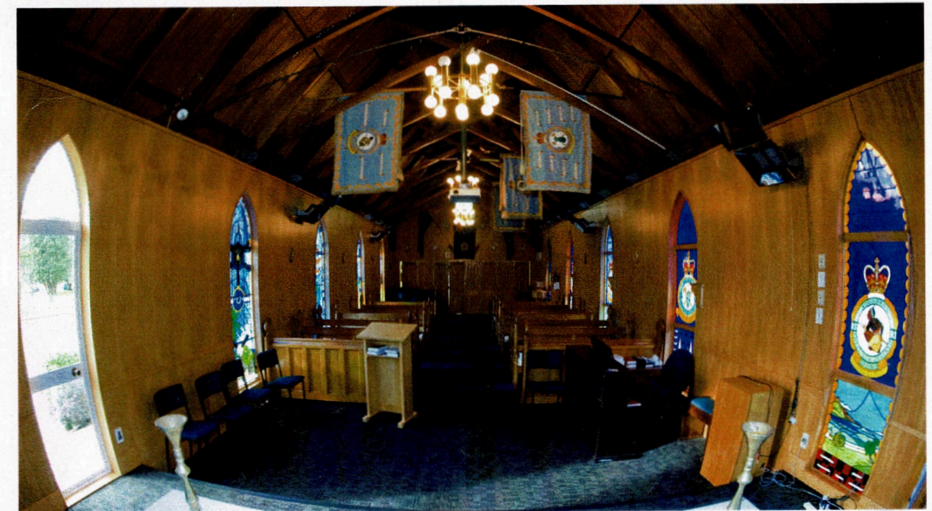




RNZAF
Chaplain Centre
12 Hone Heke Street
Ohakea.

St Marks Chapel RNZAF BASE OHAKEA



Year	Mth	Chaplain	Denomination	Remarks
Chaplain establishment changed to include Base Chaplain and Principal Chaplain (Air)				
1990	Jan	John Neal	Anglican	
1993	Nov	Geoff Holt	Anglican	
1993	Dec	Allen Neil	Anglican	Principal Chaplain (Air)
1994	Dec	Stephen Carney	Anglican	
1996	Dec	Peter Hornblow	Baptist	Died 21 August 2000
2001	Jan	Linda T. Hope	Presbyterian	
2002	Jan	Bruce Ralph	Presbyterian	Officiating Chaplain
2004	Jan	Anthony Hawes	Apostolic	
2005	Aug	Ken Meehan	Apostolic	Officiating Chaplain
2005	Aug	Rick Edmonds	Life	Officiating Chaplain
2007	Jan	Kevin Tarry	Anglican	Officiating Chaplain
2008	Jan	Murray Thompson	Baptist	
2009	Jan	Bill Dewar	Baptist	
2009	Mar	Janie McPhee	Assembly of God	Officiating then Regular
2010	Apr	Katene Eruera	Anglican	
2011	Aug	Stuart Hight	Baptist	

The Chaplains' Roll of Honour

The Chaplains' Roll of Honour is a record of all the Chaplains who have served on RNZAF Base Ohakea. It was unveiled by WGCdr G.J. Poucher, then Base Commander and dedicated by Chaplain WGCdr J. Neal, Principal Chaplain Air on 27 November 2001.

Chaplain's Roll of Honour

Year	Mth	Chaplain	Denomination	Remarks
1940	Oct	Frederick Hart	Anglican	
1941	Jun	William T. Williams	Anglican	
1942	Sep	Cecil E.B. Muschamp	Anglican	
1943	Dec	Alfred R. Anderson	Anglican	
1945	Feb	Maurice R. Pirani	Anglican	
1946	Jan	Alfred R. Anderson	Anglican	
1948		William J. Milligan	Anglican	
1956		W.N. Dickey	Anglican	
1960		Wallace Harford	Associated Churches of Christ	Principal Chaplain
1963	Feb	Richard Simpson	Anglican	
1970	Feb	Theo. G. Carpenter	Anglican	
1974	Feb	Ron Keyte	Baptist	Killed March 1978
1979	Jan	Trevor A. Squires	Anglican	
1982	Jan	Murray Dixon	Anglican	
1985	Jan	Don Hall	Presbyterian	Principal Chaplain (Air)
1989	Jun	Jack Wright	Methodist	Officiating Chaplain

STORY OF ST MARKS

THE MEMORIAL CHAPEL OF ST MARK RNZAF BASE OHAKEA

Introduction

Situated 2km south of Bulls along State Highway 1 is Royal New Zealand Air Force Base Ohakea, formerly the traditional home of the RNZAF's primary Strike Force. Now the home Base for No. 3 Squadron, No. 42 Squadron, Pilot Training Squadron, Helicopter Transition Unit and support squadrons. In 2001 No. 75 Squadron, No. 14 Squadron and No. 2 Squadron were disbanded leaving just the memories of their existence recorded in the Chapel windows and their Standards flying in the Memorial Chapel of St. Mark.

A Brief History of Ohakea

The history of Ohakea dates back to late 1936. As the storm clouds were gathering over Europe the Government of the day decided that the New Zealand Permanent Air Force should be expanded.

A site for a new aerodrome in the area had already been decided. In the early 1930s Imperial Airways (the forerunner of BOAC and British Airways) had thought to establish a southern air terminal and a small team was sent from the United Kingdom to survey the southern part of the North Island to establish the best site. For many reasons Ohakea was chosen.

For various reasons the Southern Air Terminal did not eventuate and the information recorded was filed until the NZ Permanent Air Force expansion. It was looked at again, this time for a military aerodrome and the land was purchased from the Vile family. Initially Ohakea was a grass aerodrome, but in 1940 concrete runways were constructed as it was realised that the aircraft of the future would need a more substantial surface from which to operate.

Work commenced in 1937 on a peacetime building which when nearly completed was superseded by an additional building programme instituted to convert it to an enlarged wartime base. The construction of Ohakea was a tremendous undertaking for the Public Works Department of the day, the Base being completed at a cost of £384,000.

The Māori word 'Ohakea', which is the given name for the Base and the surrounding area, have been attributed many varied interpretations but the officially accepted version is appropriate: *'The stronghold from which the raiding party set forth.'* Princess Maata Mahuhupa presented the carved posts at the Main Gate on behalf of her tribe at a commemorative ceremony on 22 March 1942.

The Ohakea crest was approved in April 1948. The Te Whatewha (Māori weapon) suggests attack and the Pa Gates are representative of the area's Māori association. The motto '*Defensio per Vires*' may be translated as '*Defence through strength*.'



The first squadrons were units supporting the training of air gunners for overseas Service and the aircraft in use at this early stage were Fairy Baffins and Gordons, Airspeed Oxfords, Vickers Vincents, Hawker Hinds and the ubiquitous Tiger Moth.

Over the years Ohakea has had other fine aircraft operating from its airfield, which have included Kittyhawks, Vilderbeests, Mustangs, Vampires, Mosquitos, Canberras, Strikemasters, Skyhawks and Aermacchi MB339Cs among others. Until its move to Whenuapai, Auckland in 1984, No. 42 Squadron operated transport aircraft from the Base, including Dakotas, Andovers and Cessnas. In 2002 No. 42 Squadron returned to RNZAF Base Ohakea flying Beech Series 200 King Air aircraft.

In 2001 the Government decided that the Strike Force should be disbanded. This has meant the disbandment of Nos. 75, 2 and 14 Squadrons. The Standards of these Squadrons now hang in the Chapel of St Mark, Ohakea as a reminder of the outstanding service given over the years.

Chapel History—St Mary's Roman Catholic Church

The Chapel is the old St Mary of the Angels Church of Bulls. It was originally built around 1873, extended in 1952 and ceased to be used as a church on 5 March 1971 when the current church was completed and dedicated. For many years it was the church hall, CCD classrooms and the storage area for the Bulls Opportunity Shop.

Ohakea

In 1941 the Air Board agreed to the building of chapels providing that they were interdominational and the cost was borne by the New Zealand Patriotic Fund. Chapels were built at Whenuapai, Hobsonville, Harewood, Wigram, Levin and Woodbourne. Throughout WWII Ohakea used the YMCA Reading Room in A Block as a chapel. During the 1950s the Chapel occupied a leg of Barrack Block K. This arrangement continued until the current Chapel was established in 1989.

The Chaplain's Role

The functions of the Chaplain are threefold:

To represent the Church in the military and be its spokesperson within that environment.

To provide religious and pastoral ministrations to whoever will receive them.

To provide advice and counsel to Command on matters of morale, welfare and on matters of religious significance.

To enable that function to be fulfilled, the Chaplain is a member of the RNZAF while remaining an ordained minister of the Church. The Chaplain wears uniform and relative officer rank, but exercises no command of authority. The Chaplain is expected to be impartial and friend to all whether officer or airman.

Ohakea's Chaplains

The table following lists a variety of chaplains who have served on Ohakea since Frederick Hart arrived in October 1940.

Thirty-niners Plaque

This Plaque was presented to the Chapel at a special service on 24 September 1989 by the Ohakea Thirty-niners to mark 50 years since the opening of RNZAF Station Ohakea. The Thirty-niners were the men who served at Ohakea in 1939.

Chapel Bell

For many years the Bell has been stored at the Chaplain's Office. In 2001 it was placed above the entrance to the Chapel and dedicated at the same time as the Chaplain's Roll of Honour.

The Chaplains

Pre World War II

Since its establishment in 1937, the RNZAF recognised the importance of making provision for the spiritual welfare of its personnel. The size of the pre-WWII Air Force precluded the establishment of a Chaplain's Branch with full time chaplains. Although Officiating Chaplains were proposed, nothing happened until the outbreak of war. Twenty five Officiating Chaplains were appointed in 1939. October 1940 saw the first 8 fulltime chaplains appointed to the RNZAF.

Ohakea

On 27 October 1940 (the 23rd Sunday after Trinity) at 0730 hours Chaplain Frederick Hart celebrated the first Holy Communion on RNZAF Station Ohakea. He celebrated on his own.

The entry in the Record of Services reads:

"I offered prayers to our Heavenly Father that never again the sacrifice of the Altar be offered by me alone."

In those early days, Chaplain Hart conducted three services of Worship each Sunday. Attendance can still be as fickle as they were in 1940.

The Search

When Group Captain Rick Bulger came as Base Commander, he took one look at the chapel facility and said, 'My God, do people actually get married in this?'. As it was thought most unlikely that a chapel would be built, a suitable disused building was sought. A chapel hunt began. The search for a chapel also coincided with the expansion of the Works Flight (now Facilities Management) and the establishment of a second chaplain. Office space was at a premium and it was thought that the space occupied by the chapel could be turned into office accommodation.

Establishment of a Chapel

The old St Mary's Roman Catholic Church at Bulls was identified as being suitable. After negotiations with the parish priest (Fr Jim Rickard), the building was purchased and moved onto site in June 1989. After extensive refurbishment, it was rededicated by Chaplain (Wing Commander) D.W. Hall (Principal Chaplain (Air)) as the Memorial Chapel of St Mark on 1 September 1989.

Although provision was made for memorial windows, it was expected that it would take some time before this dream was realised. However, because of the generosity and goodwill of many people, within three and a half years all the windows envisaged were installed.

THE MEMORIAL WINDOW

Designer

The Memorial Window (pictured on the following page) was designed and built by Mrs June Gillies of Levin. It was possible by donations from many sources including contractors, business houses and private individuals. The window was dedicated at a special service 24 April 1991 by Chaplain (Group Captain) J.E. Scutter, AKC QHC (Principal Defence Chaplain).

Symbolism

The window is a memorial to those who served and who died, while in the ranks of the RNZAF. The symbolism used in the window reflects the history and activities originating from Ohakea and the squadrons based here. The dominance of blue symbolises the sky (the domain of the pilot) and the sea (the barrier the RNZAF must protect and continually cross).

The Cross

The window is dominated by the Cross, a symbol of God's love, the cost of our salvation and a sign of the hope of resurrection. The Cross has a red centre to symbolise sacrifice and the cost of our heritage. This links up with the medals of valour symbolised by the ribbons for DFC/DFM and AFC/AFM and the quote from St John's gospel, Chapter 15, Verse 13:

"Greater love hath no man than this, that a man lay down his life for his friends."

THE MEMORIAL WINDOW



No. 488 SQN Night Fighters

"We shake them"



No. 489 SQN Torpedo Bombers

"Quit ye like men, be Strong"



No. 490 SQN Coastal Command

"The Taniwha is in the air"



RNZAF Plaques

Six squadron badges line the rear wall of the Chapel. These RNZAF squadrons served within the RAF. 485 Squadron badge for Strike Wing Headquarters (now Flying Wing). The squadrons represented and their mottos (translated) are:

No. 485 SQN Fighters

"We will fight on"



No. 486 SQN Fighters

"Beware of the wild winds"



No. 487 SQN Light Bombers

"Through to the end"

THE MEMORIAL WINDOW

The Panels

The symbols used in the panes, reading from top to bottom and left to right are:

The opening parachute (the need for faith), the Malaysian Peninsular (scenes of earlier confrontations) and Officers' and Other Ranks' hats (one bends and the other mends the aircraft—a perfectly good relationship between the two) and the Officer ranks of Flying Officer, Flight Lieutenant and Wing Commander (who exercises command).

The formation aerobatics demonstrates the skill, precision and teamwork of flying—there must be absolute trust between pilots. Borneo continues the link the RNZAF has with the people of Asia. There are two roundels: the first traces our history and links with the RAF and the second (with the silver fern) was standard during the 1950s and 60s, the Pacific Island tent not only represents the living conditions of WWII, but also reminds us that deployments are still a part of Ohakea's scene. Each squadron is required to be able to deploy and operate from forward airfields at short notice. The tent is also a reminder of our own personal journeys, all of us are sojourners.

In the centre of the middle window are the Pacific Islands of Bougainville and those of the North West Solomons (including Choiseul, Vella Lavella and New Georgia). The shoulder flash was worn by all airmen (except officers) until 1980 when the new uniform saw the removal of the eagle.

The windsock reminds us of the close link between the RNZAF and Air Traffic Controllers (the Shepherds of the Skies) who are often the unseen voice which keep the aircraft safe when in the air. As Ohakea is about flying then the aeroplane of this and the second window, along with the badge ('Wings') are reminders of this focus. Singapore has a long association with the RNZAF and the squadrons continued to deploy to this small nation until the disbandment of the Strike Force. The red railway line is a reminder of the suffering during WWII of many service people from New Zealand, Allied and Commonwealth Forces.

Above the distinctive half-circle of the Ohakea hangar are the Islands of central Solomons—Santa Isabel and Malaita, which is separated from Guadalcanal by 'The Slot' or Iron Bottom Sound. RNZAF aircraft operated extensively from the Solomons during WWII.

THE MEMORIAL WINDOW

The sergeants' rank chevrons remind us not only of the large numbers of Non Commissioned Officer (NCO) aircrew but also of the work of the ground crew who kept and keep the crates flying. The three searchlight beams represent the night operations over Europe during WWII. For eyes that see, there is half a face of a young lady in the centre beam—love often cut off in its prime. The Islands of New Hanover, New Ireland and New Britain lie between Bougainville and, what is now, Papua New Guinea. Rabaul harbour, on the north tip of New Britain, holds many memories for ex-RNZAF aircrew. Astride these Islands are the current roundels used by the RNZAF.

The Cliffs of Dover complete the strong link with Great Britain where many from New Zealand served and died during WWII and where many current serving personnel have received training. The Victoria Cross not only represents that won by Sergeant Pilot Jimmy Ward of 75 Squadron, but also represents the highest qualities demonstrated by those who serve under fire and who were and are willing to put their lives on the line.

There are many features to the window and symbols that can be drawn out by the imagination. Some of the lead traces the outline of fish (an early Christian sign), while others weave in and out as if two aircraft are chasing each other. See what you can identify.

The Side Windows

The side windows, which compliment the main window, were sponsored by the squadrons and organisations they represent. The windows on the North Wall were designed and built by Mrs June Gillies of Levin, while those on the South Wall were created by Shades of Glass of Taupo. The stories of these windows are told from front to rear of the Chapel.

THE NORTH WINDOWS

Pacific Fighter Pilots

The Pacific Fighter Pilots Association donated the window dedicated to the memory of the New Zealand Pacific Fighter Pilots who died during World War II. The window is dominated by the fighter aircraft most often used by New Zealand in the Pacific Theatre: the Corsair at the top and the Kittyhawk at the bottom. The New Zealand Pacific roundel dissects the window and the Pacific is also symbolised by the palm tree. The rays of the dawning sun is a reminder of the hope and the resurrection and the Reveille bugle call. The propeller of the Corsair also symbolises two ancient Christian symbols: the Yoked Cross and the points of the Trinity. Both these symbols reflect the cost of our heritage and the hope of the faithful.

The Font

The font was made by Warrant Officer Harold G. Horton for the Roman Catholic Church in Bulls. It was made in the 1950s from the propeller Boss of an Oxford which had made a 'wheels up' landing. It is thought that it came to the Ohakea Chapel after 1971, soon after the present Catholic Church was built.



The Communion Table

The Communion Table was crafted in the Wood Work Shop at RNZAF Base Wigram. After the closure of the Wigram Base the Communion Table was brought to Ohakea to replace a glass top table which was considered to be a danger when young children were present. The Table is made of native timbers.



Altar Cloth

The Altar Cloth was made by Mrs Patricia Forsyth (a member of the Bulls Anglican Church of St. Andrews) and was dedicated by Chaplain Don W. Hall (PC(F)) in memory of those who served on No. 485 Squadron. The Cloth was presented to the Chapel by No. 486 Squadron's former Commanding Officer, Group Captain Desmond Scott, DSO, OBE, DFC and bar. CdeG avec Palme (Bel), Cdr Orange Nassau (Neth) Croix de Guerre and Palm, Belgium Croix nd Palm, MID (retired)



Biggin Hill Chapel Window

The reproduction of the Biggin Hill Chapel Window was enlarged, framed and then presented to the Memorial Chapel of St. Mark by SGT Dave (Buck) Buckland, RAF Benson, Oxfordshire, England as an expression of his appreciation of the friendship and support given to him while on Exercise Long Look 2002.



Piano Stool

The piano stool was donated by the family of Cadet Pilot H. Lyall J. Sargeant who was killed in a training accident over Birdlings Flat (South East of Christchurch) 9 April 1950. A music edition of the Church of Scotland publication: 'Scottish Psaltry and Church Hymnary' was also given in his name.'

The RAF Ensign

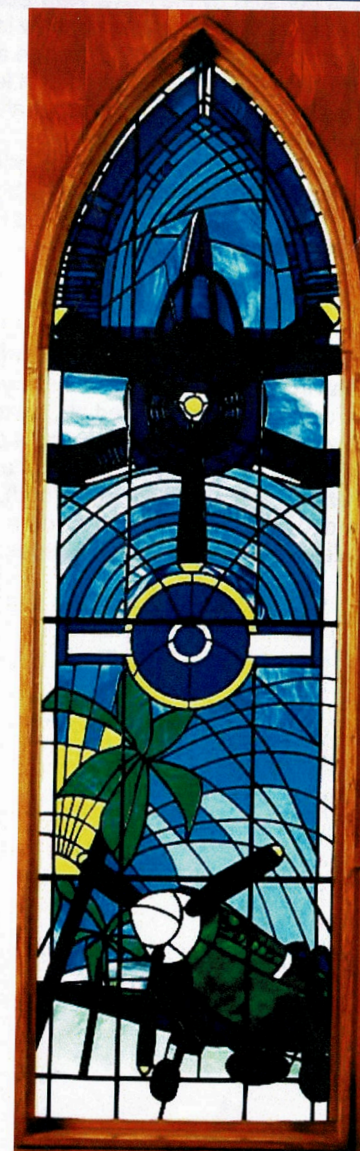
The RAF Ensign which flies over the rear window of the Chapel flew at RAF Station Mepal (East Anglia, England) on VE Day. It was liberated by a 75 Squadron person who presented it to the Chapel in 1991.

NZ and RNZAF Ensigns

Across the rear wall of the Chapel are the NZ and RNZAF Ensigns which flew in the Southern Cross Club in New York during WWII. The Southern Cross Club was a rest and recreation centre for Allied Service personnel. The Ensigns were given to the Chapel in the 1950s.

NORTH WINDOWS

The Panels



Royal New Zealand Air Force Association

Royal New Zealand Air Force Association

The second window was donated by the Royal New Zealand Air Force Association (RNZAFA) - Southern Region. The top of the window is dominated by the rising sun/setting sun or moon. Underneath the RNZAFA badge and crown which is an excellent example of stained glass (as compared with lead-lighting). The lower half of the North Island shows the seven centres which make up the southern region of the RNZAFA. These centres are: New Plymouth, Whanganui, Feilding, Palmerston North, Levin, Masterton and Wellington. The centres are shown in gold and are interconnected by black lead representing the highways. People are the most valuable resource the RNZAF has and no matter what their background may be, they belong together.

The Shepherds of the Sky

The Air Traffic Controllers donated 'The Shepherds of the Sky'. Air Traffic Controllers have an integral part in the development of military aviation in New Zealand. A combined Military-Civil control centre is based at Ohakea. This window is dominated by a control tower above which are three doves and a shepherd's crook. Doves are a symbol of peace and safety. (Genesis records that a dove brought to Noah an olive branch, a sign that they were safe after the flood). The shepherd's crook symbolises the safety provided by the ancient and modern shepherds. (Jesus is described as 'The Good Shepherd')

Memorials

Rimu Tree

A Rimu tree stands in the grounds as a memorial to:

*Flight Lieutenant Craig Jonathon Wyllie (Roscoe) Tanner (N90195)
(October 1962—20 November 1991)*

Roscoe was a member of 14 Squadron and was flying from a tented camp (Falcons Roost based at Tauranga) at the time of his death which occurred while flying north of Taupo.

Murray Neilson

A plaque was unveiled by Air Vice-Marshal John Hamilton on Sun 16 February 2003 to commemorate the life and service of:

Squadron Leader Murray (Muzz) Neilson N91897 Pilot

SQNLDR Neilson died as a result of an aircraft accident and was Commanding Officer No. 2 Squadron based in Nowra.

Padre Pete

A plaque on the North Wall at the rear of the Chapel plus a plaque on the lawn beside a young Matai tree have been placed as a memorial to Chaplain Peter Bruce Hornblow better known as Padre Pete.

*Squadron Leader Peter Bruce Hornblow, Chaplain
(6 August 1962 — 21 August 2000)*

His plaque says it all:

*'He lived enthusiastically for Jesus Christ his Saviour.
He left his imprint on hundreds of lives.'*

Memorials

Rolls of Honour

At present there are two Rolls of Honour; one for 75 Squadron and the other for the NZ Pacific Fighter Pilots. A page of the Rolls is turned every day when the Chapel doors are opened.

No. 75 Squadron: World War II

No. 75 Squadron Roll was prepared by two members of the 75 Squadron Association, Kevin King and John Tyler, and was presented to the Chapel on 20 September 1988. There are 1138 names of 75 Squadron personnel who died during WWII. Of the 1138 there are:

RAF	82
RNZAF	446
WAAF	1
RCAF	60
R(AUX)AF	1
RAAF	30
RAF(VR)	518

This Roll does not glorify war, rather it speaks of the cost paid by many young people and their families. Two entries are particularly chilling. They are twin brothers, R.D. Todd (R/91741) and R.E. Todd (R/91742) DFM. Both were killed on the same flight on 23 June 1943.

World War II Pacific Fighter Pilots

The NZ Pacific Fighter Pilots Association donated this Roll in memory of the 142 RNZAF Pacific Fighter Pilots killed in service during WWII.

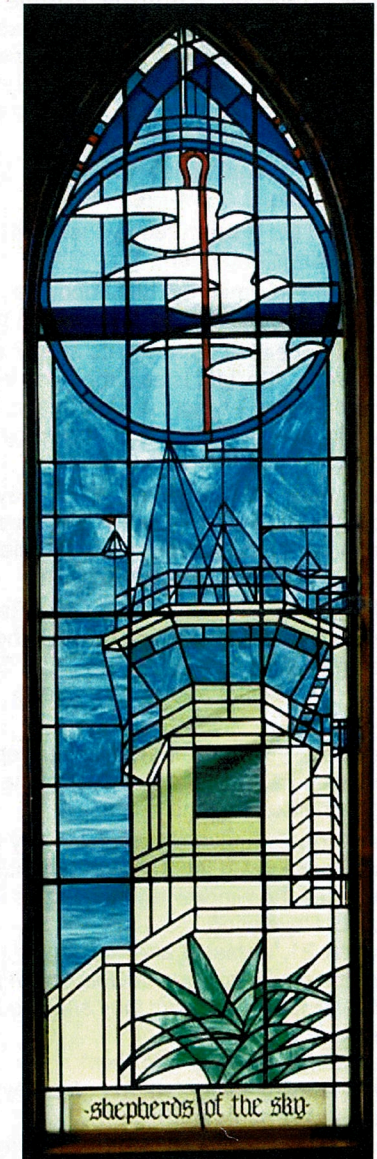
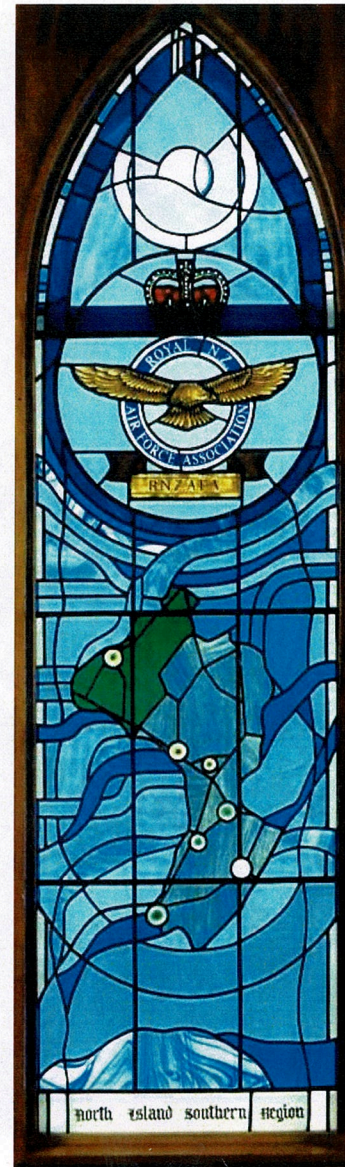
Pohutukawa Tree

On 22 November 1991 a Pohutukawa tree was planted as a memorial to the first Base Commander of Ohakea.

*Wing Commander Gordon Edward Gedge (NZ1078) MC
(3 May 1895 — 17 March 1991)*

Flight Lieutenant (as he was then) Gordon Gedge took command of Ohakea on 1 September 1939. He held the post for a short period before his replacement arrived.

The Shepherds of the Sky



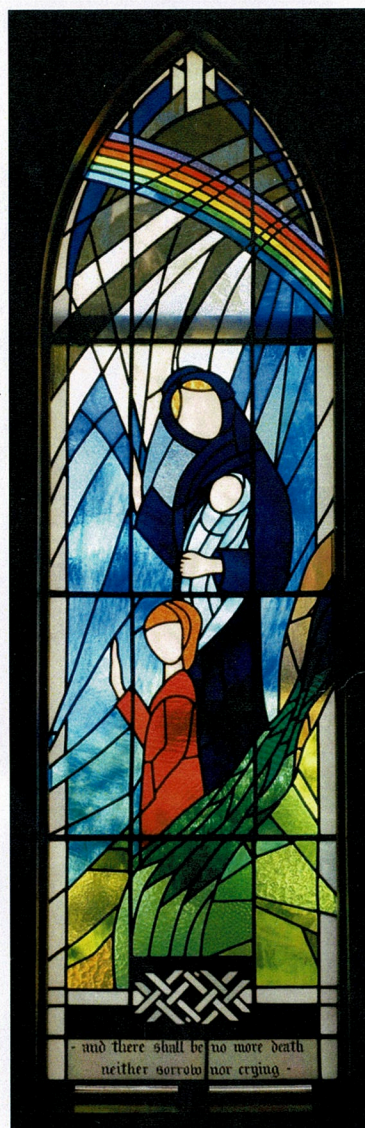
The Shepherds of the Sky cont...

The Families

The Families' window was made possible by the generosity of many individuals who, in response to visits to the Chapel and/or ministrations received from the Chaplains, made donations to the window. The window is rich in symbolism. The symbols used include (starting from the top):

- The blue sky and cross representing peace, hope and paradise.
- The good life is obscured by the storm clouds of war, partings and grief.
- Hope is proclaimed by the rainbow, a Judeo Christian symbol of God's peace and presence.
- From this peace comes shafts of light upon the bereaved. The light is accompanied by rain (the tears of heaven, which, in Māoritanga, is a sign of God's blessing). The rain is shown by the lead coming down the window.
- The mother, baby and child wait. They wave goodbye or perhaps greet the warrior's return. The faces are blank and allows the viewer to put in the face that is important to them.
- Behind the mother are the Ruahine Ranges with the Manawatu River slicing through the Gorge and emptying into the Tasman Sea. God receives our tears and in his presence there is room for all.
- The checkerboard pattern of colour represents the various agricultural activities of the Manawatu and Rangitikei regions.
- The Māori Tukutuku pattern (stairway to Heaven) links Ohakea with the Tangata Whenua and completes the window with the words from the Book of Revelation, Chapter 21, Verses 3 and 4:

*'Behold, the dwelling place of God is with people.
He will dwell with them, and they shall be His people,
And God Himself will be with them;
He will wipe away every tear from their eyes,
And death shall be no more
Neither shall there be mourning, nor crying, nor pain
any more, for the former things have passed away.'*



Memorials



Paten and Chalice

The Paten and Chalice were crafted in England at the turn of the 20th century and were used in the Cathedral of Halifax, Nova Scotia, Canada. In 1916 the cargo freighter 'Imo' collided with the freighter 'Mont Blanc' which was laden with high explosives and high octane fuel. The catastrophic explosion which followed destroyed much of Halifax and razed the Cathedral to the ground. The communion vessels were salvaged from the ruins and presented to the Rev. Walter Langston, the last priest to be ordained in the Cathedral.

The Rev. Langston

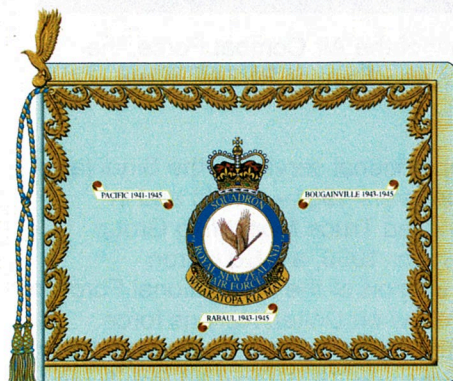
The Rev. Langston used the vessels throughout his ministry which included Canada, Warwickshire (England) and New Zealand. He came to New Zealand in 1926 and for four years ministered in the northern Manawatu/ Rangitikei districts of Apiti, Rangiwahia, upper and lower Kauratau, Ohingaiti and Mangaweka. He also served in Eltham (6 years) and Kilbirnie (Wellington) where he died in 1948. Following his death the vessels were placed in a bank vault for 25 years. After Mrs Langston's death, the vessels were used by the Rev. Ron Keith (son-in-law) on many special occasions.

Ohakea

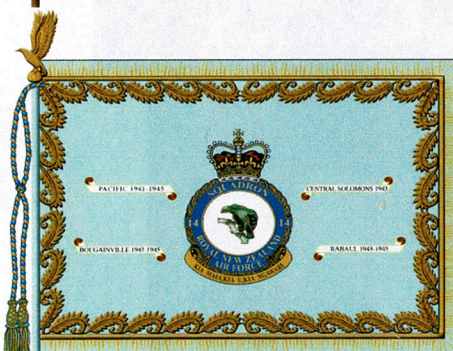
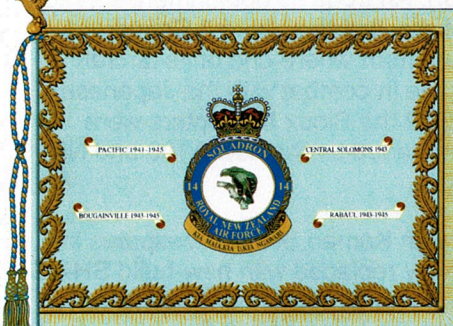
Upon the retirement of Rev. Keith, many suggestions were made as to the storage of the paten and chalice. They included being returned to Halifax, given to a Pacific Island convent or being presented to St. Paul's Cathedral, Wellington. At the same time the Palmerston North Brevet Club were looking for suitable vessels to be presented to the Memorial Chapel of St. Mark as a memorial for all aircrew who had died while in service. The Langston family made these vessels available to the Brevet Club to present to the Chapel.

The vessels are on display in the foyer behind the protective glass. They are used for special occasions to celebrate Holy Communion and to remember the cost of our rich inheritance.

Squadron Standards



When the Strike Force was disbanded the Governor General, Her Excellency Dame Silvia Cartwright, as Queen's Representative, received the Standards of No. 2 Squadron, No. 14 Squadron and No. 75 Squadron as part of the 'Laying up' Service in the Chapel of St Mark held on 13 December 2001. Each Standard flies alongside the particular Squadron Window as a reminder of the excellent service and reputation of each Squadron. There they shall remain until they fade into dust.



South Windows

Each of the South Windows is divided into three sections. The top portion contains a potted history of the squadron or formation, the centre contains the unit badge, whilst the bottom section gives a pictorial aspect of the unit's history plus the unit's Battle of Honours.

Designer and creator of the 75 Squadron, 14 Squadron, 2 Squadron and Strike Wing Windows is :
Phil Hough of Taupo, now living in Whakatane

75 Squadron



No. 75 Squadron was formed under the Royal Flying Corps (RFC) as a Home Defence Squadron in 1916. 1918 saw the formation of the Royal Air Force (F+RAF) of which 75 became a part. The squadron was disbanded in 1919 but reformed in 1937 when European war drums began to beat. With the establishment of Ohakea in 1939 as a medium range bomber base, crews were sent from New Zealand to take delivery of a squadron of Wellington Bombers. Before the aircraft could be ferried to NZ, war had broken out in Europe. The NZ Government gave the aircraft and their crews to Britain for the defence of England 'for as long as they were required.' These aircraft and their crews became 75 (NZ) Squadron, the first Commonwealth squadron in the RAF. After the War, when Britain was retrenching its forces, the number of the Squadron was given to NZ because of the service rendered. NZ was the only country to receive such an honour. Thus in 1946, 75 Squadron (RNZAF) was born.

The Squadron Badge reflects its RAF and RNZAF heritage with its laurel leaves (rather than silver fern leaves) around the badge and the scroll turning outward rather than inward as with other NZ squadrons. The lower panel reflects a formation of aircraft with a prominent Kiwi: 'Kiwi Red' being a world wide recognition sign for 75 Squadron. The motto is translated to mean, 'Forever strong'.

As the RNZAF's oldest combat squadron, No. 75 Squadron provided an air attack capability. At the time of its disbandment in 2001, 75 Squadron operated the A4-K Skyhawk and was tasked with providing maritime air support operations and close air support of ground operations.

3 Squadron History

In early 2002, following the disbandment of the Air Combat Force, the squadron moved from Hobsonville to its new base at RNZAF Base Ohakea, where it resides today.

Elements of the squadron have seen operational service in the Sinai (as part of the Multi National Force and Observers 1981— 1985) and in Bougainville (as part of the New Zealand led Truce Monitoring Group November 1997 - April 1998). In September 1999, a 3 Squadron detachment deployed to East Timor in support of the International Force in East Timor (INTERFET) and then the follow-on United Nations force (UNTAET). The detachment withdrew from East Timor in November 2002, having completed nine personnel rotations and 7800 accident-free flying hours. After only six months back in NZ, No 3 Squadron was again called at short notice to support an overseas mission, the Regional Assistance Mission to the Solomon Islands (RAMSI). An Iroquois detachment served at Henderson Field on Guadalcanal (where, incidentally, a 3 Squadron detachment was based in 1942—43, and from where one of its aircraft became the first RNZAF aircraft to engage in combat with the Japanese) from May 2003 – May 2004. Early in 2012 the Sioux helicopters were retired and as will the Iroquois, being upgraded by the new A109 and NH90 Helicopters.

The Naval Flight replaced their Wasps with Kaman SH-2F Seasprites in 1997 – 1998 and these were progressively replaced with new-build SH-2G (NZ) variants. On 31 October 2005 the Naval Support Flight was removed from 3 Squadron's order of battle and established as No 6 Squadron RNZAF.

Chapel Stained Glass Windows



3 Squadron - History



The 3 Squadron stain glass window was commissioned and designed by Mr Paul Tucker of Levin—Placed in the Chapel in December 2011.

3 Squadron History

Formed as a Territorial unit based at Christchurch in 1930, No.3 Squadron got its first aircraft (Baffins) in 1938. During the early days of WWII the Squadron, flying Vincents, patrolled the approaches to Lyttelton harbour. In November 1942 operating Hudson patrol bombers from Henderson Field at Guadalcanal, it was the first RNZAF operational squadron to engage in direct combat with the Japanese.

The Squadron completed three operation tours of the South West Pacific, the latter tours with Ventura medium bombers. During the tours it was based at Espiritu Santo, Guadalcanal, Bougainville, Emirau, Green Island and New Britain.

Part of the post-war Territorial Air Force 1948 - 1957, No.3 Squadron was based at Wigram (Christchurch) with Tiger Moths, Harvards and Mustangs. The Squadron was reformed in 1965 at RNZAF Base Auckland (Hobsonville) where it became the Air Force's only Squadron to operate helicopters.

Since then with Sioux, Iroquois and Wasp helicopters (Naval Flight 1966 - 2005), the Squadron has made regular deployments around the world carrying out NZDF tasks. Iroquois have been carried in Hercules transport to assist with cyclone relief operations in South Pacific island states, to exercises in Australia, Vanuatu, South East Asia, to the United Kingdom and Antarctica.

14 Squadron



No. 14 Squadron was formed in 1942 and served with distinction in the Pacific Theatre where it flew fighter aircraft. After the War, 14 Squadron became part of 'J' Force occupying Japan. This was followed by service as part of a peace keeping force in Cyprus and a period in Singapore during the Indonesian Confrontation.

At the time of the Strike Force disbandment the Squadron provided the fighter lead-in training for budding 'Knucks', provided the aircraft for the senior phase of the Wings Course and operated the Aermacchi.

The motto means, *Active, Ardent, Adaptable.*

No 2 Squadron



No. 2 Squadron was formed within the NZ Permanent Air Force in 1930, seven years before the RNZAF came into existence. During the War the squadron served in the Pacific Theatre flying Hudson Bombers. Post war 2 Squadron was disbanded on the formation of 75 Squadron but later was to be reformed to become a Territorial Squadron based at Wellington. The squadron was disbanded in the 50s and reformed when 10 Skyhawks were purchased from the Australian Navy in 1984.

No. 2 Squadron was based at RAN Station, Nowra, where it was involved with naval cooperation with the Australian Navy. It was also responsible for the operational conversion of pilots to the Skyhawk and tactical reconnaissance.

Strike Wing

The badge of Strike Wing was first used as a badge of 485 Squadron which was formed in 1941 as a NZ fighter squadron. No. 485 Squadron was one of six NZ squadrons serving in the RAF during WWII in a variety of roles. The squadron was disbanded after the war. When Strike Wing was formed in 1966, the badge of this illustrious squadron was presented to the Wing by ex-members of 485 Squadron. The Wing changed its name to Flying Wing with the arrival of Flying Training from Wigram in June 1993.

The lower panel of the window symbolises the various units which served under the Wing. Included are:

14 Squadron

75 Squadron

2 Squadron

42 Squadron (was based at Ohakea, moved to Whenuapai in 1984 and then returned in 2002)

Strike Support Unit

Air Traffic Control (now Airways Corp)

Central Photographic Establishment

The Crash/Fire Flight

Communications

The Spitfire is a reminder of the badges early history.

