

10.02

CREW BRIEF

AIR TASK FORCE MALI



INSIDE

- 8 **TRANSFORMATION**
Air Mobility Training Centre
- 10 **EQUIPMENT AND CAPABILITIES**
Sapphire space satellite
- 12 **OPERATIONS AND EXERCISES**
Air Task Force Mali delivers
- 17 **PEOPLE**
New commanders
- 21 **HISTORY, HERITAGE AND CEREMONIES**
Libya campaign medals

PRIORITIES FOR THE FUTURE

LGen Yvan Blondin, commander of the RCAF, speaks to Air Force personnel during a town hall meeting at 3 Wing Bagotville, Que.

In September, I was honoured and privileged to take command of the best air force in the world.

Leading the Royal Canadian Air Force is an enormous responsibility. I welcome this responsibility and the opportunity to continue building on the tremendous progress the RCAF has made over the past few years.

Since October, I have been visiting our divisions, wings and squadrons with the RCAF Chief Warrant Officer, CWO Kevin West, to meet our airmen and airwomen and discuss my vision and priorities for the RCAF.

During these visits I stressed that, at the same time as the government works to balance the books, the world has not become a safer place. Mass unrest in the Middle East and in parts of Africa has left all of us concerned and uneasy, and we continue to closely follow and analyze the global security situation.

The RCAF must continue to be ready and able to engage in non-permissive environments (as in Afghanistan), implement and maintain a no-fly-zone (as in Libya), deliver ►



Managing Editor:
Col Roland Lavoie
Director, Air Force
Public Affairs

Senior Editor:
Ms Joanna Calder

Writer/Editor:
Ms Holly Bridges

French Editor:
Ms Jennifer Pelley

English Reviser:
Ms Maureen Ladouceur

Contributors:
Mr. Ken Allan
Lt (N) Al Blondin
Capt Holly Brown
Capt Sandy Bourne
Mr. David Elias
HCol Loreena McKennitt
Lt Andrea McKinley

Winter 2013

CREW BRIEF is published on the authority of Lieutenant-General Yvan Blondin, commander, Royal Canadian Air Force. *Crew Brief* is available online at www.rcaf-arc.forces.gc.ca.

Follow us on Facebook at www.facebook.com/rcaf1924.

Subscriptions are free, and are available either as email notifications or in paper copy. Send comments and subscription requests to:

Crew Brief Senior Editor
Director Air Force Public Affairs 5
National Defence Headquarters
101 Colonel By Drive, 11 CBN
Ottawa, ON K1A 0K2 or
crewbrief@forces.gc.ca

NDID A-HS-007-000-JP-002

humanitarian aid (as in Haiti), or assist our allies (as in Mali) when our government calls upon us.

As we move into the future, our biggest challenge will be delivering the same excellent service in support of Canadians while not breaking the bank. Budget pressures and global uncertainty will challenge and test us, but this period of change is also an opportunity to review and reinvigorate our programs. Keeping these considerations in mind, my three top priorities are as follows:

PRIORITY 1 Build on our operational successes and ensure the RCAF continues to deliver excellence in operations, both at home and abroad.

Our operational successes are the most visible results of our work.

Canadians see our CF-18 fighters deploy on 24-hours notice to assist the people of Libya. They see a CC-130 Hercules leave 8 Wing Trenton, Ont., less than 18 hours after a devastating earthquake strikes Haiti, and deliver humanitarian aid to that nation over the course of several weeks.

They see their Air Force bring 1,600 people to safety after their communities in Ontario and Saskatchewan are threatened by wildfires. And they see our valiant search and rescue teams doing everything in their power to rescue Canadians in danger.

Through these and many more operations and missions, our RCAF personnel have achieved operational excellence.

As we move into the future, I intend, therefore, to protect and further enhance this level of excellence.

How will we do this?

While addressing today's realities in a sober and professional manner, we will examine and implement new ways of achieving the military effects that are required of us. We will seek to become even more innovative, more agile, and more adaptable, and we will look at new ways of employing current and future aircraft to increase our operational effectiveness.

We will enhance our training by increasing our use of modeling and simulation, thus preparing for a wider range of operational scenarios, including actions such as extreme and dangerous recovery manoeuvres that could not be safely practiced while flying a real aircraft.

We will examine how our friends and allies are operating and dealing with their fiscal challenges, and see if their solutions would also work in the Canadian context. We will also continue to enhance our capabilities through our partnerships with the Royal Canadian Navy and the Canadian Army, as well as with the other departments and agencies.

We will continue to develop key capabilities, such as the Air Expeditionary Wing (AEW), intelligence, surveillance and reconnaissance (ISR), and the ability to project and maintain a presence in the North.

And, last but not least, we will continue to seek new areas of efficiency as we prepare to accept new aircraft fleets into our inventory. ►



CPL ERIC GIRARD

The RCAF Chief Warrant Officer is a key member of the RCAF command team and accompanies the commander on his wing visits. CWO West speaks with Air Force personnel at 3 Wing Bagotville, Que.



CPL ALEX ROY

LGen Blondin presents Col Alain Pelletier (left), first commander of Task Force Libeccio, which was deployed as part of Operation Mobile, with the NATO Operation Unified Protector medal.



At the military family resource centre at 14 Wing Greenwood, N.S., LGen Blondin speaks with one of the youngest members of the RCAF family.

PRIORITY 2 Build the Air Force of the future by capitalizing on innovation.

Technology is rapidly evolving and Canadian industry is a world leader in the area of simulation technology. We will take further advantage of these cutting-edge technologies.

Twenty-five years ago, when I was a young fighter pilot excited to be flying the new CF-18 Hornet, we did most of our tactical training in flight. Simulators were just a small part of the picture. Today, in contrast, a high percentage of our fighter training can be conducted in simulators.

With simulation, we can control variables like weather, terrain and threats, and we can therefore conduct training that is more rigorous and varied. Training that combines flying aircraft and “flying” simulators is more effective, safer and less expensive, as well as better for the environment.

In the future, we know that the amount of training that we will be able to do on simulators and related technologies will be even higher.

But innovation is about much more than simply embracing new technologies.

It's clear to me that all Air Force leaders must create work environments that encourage the bright minds of our Air Force and allow innovation to flourish in all areas. By its very nature, innovation is not only generated by industry or by senior leaders; many great ideas come from the youthful and engaged minds of our people at all phases of their careers.

We need to cultivate those minds and the ideas that grow there. By giving our people the freedom and support to develop fresh ideas and solutions, we will ensure that we develop new ways to integrate our capabilities and deliver robust air power in a relevant, responsive and effective manner.

PRIORITY 3 Improve services relative to the care of our members and their families.

My first two priorities rest on the foundation of our skilled, dedicated and professional airmen and airwomen. They are our greatest strength.

My third priority is to take care of our personnel and their families, and improve the services that are related to their care. We must provide them with the support they need and deserve so we can continue achieving operational excellence.

We ask a lot of our people and, time and time again, they deliver. They are hard-working and dedicated to the profession of arms. They are willing to put the interests of others before their own, and are committed to giving their all during operations at home and abroad.

As we go forward, all of us who are leaders within the Air Force will therefore renew our commitment to our people and their families. We will examine areas where we can improve the care of our people, such as better access to health care for the families of our members, improved child care services, and better housing on RCAF wings and bases. We will also work closely with the Chief of Military Personnel and other senior leaders on issues related to personnel benefits, and we will champion RCAF personnel in these matters.

Working toward achieving these three priorities will help ensure the RCAF remains at the level of readiness required to accomplish those roles and responsibilities mandated to us by the Canadian government.

To be “ready”, we must ensure that a number of things are achieved: that our people are well-trained, both as individuals and as organizations; that our capabilities are the ones we need; that our capabilities are “good to go”; that our many priorities are balanced; that we remain flexible; that our logistics system is robust and provides the materiel we need to support, maintain, and sustain training and operations; and that our infrastructure is well maintained, replaced when necessary, and suited to our operations. ►

On the cover

A CF tactical aircraft security officer provides a ring of security around a CC-177 Globemaster III aircraft at the airport in Bamako, Mali.

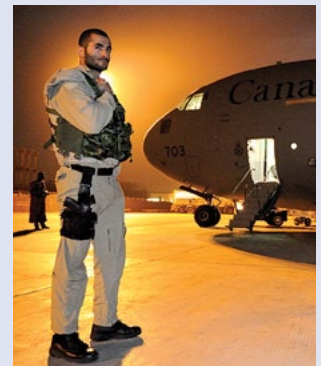


PHOTO: SGT MATTHEW MCGREGOR

Task Force Mali — A demonstration of readiness

As I write this, the RCAF is supporting the Government of France's Operation Serval, which is their military intervention in Mali. Air Task Force Mali consists of a CC-177 Globemaster III strategic airlifter and approximately 40 RCAF personnel, including flight and maintenance crews, from 429 Transport Squadron and air movement traffic technicians from 2 Air Movements Squadron, both from 8 Wing Trenton, Ontario.

We are assisting the French military in a non-combat role by transporting equipment, supplies (such as water, food and medical equipment), and personnel from France to the Mali capital of Bamako.

Operation Serval is being conducted under United Nations Security Council Resolution 2085, passed on December 20, 2012. The resolution authorized the deployment of the African-led International Support Mission in Mali; it called upon the international community to support the mission and the Malian Security and Defence Forces.

The operation began on January 11, 2013, when the president of Mali made an urgent appeal for foreign assistance in his government's struggle to stop the advance of and re-take the territory held by Islamic extremists linked to Al-Qaeda. The president of France authorized a joint combat operation alongside Malian government forces to protect Bamako and re-take Malian territory held by the militants.

The French government requested Canada's assistance on January 14 and by noon the next day our Globemaster

was in the air, en route to France. On February 14 our mission was extended for a second time.

As of March 14, Air Task Force Mali had conducted 36 flights to deliver about 1,197,000 kilograms (2,639,000 pounds) of cargo.

Our rapid response to this mission again clearly demonstrated that our readiness — our ability to respond effectively and rapidly when called upon by our government — is honed to a fine edge.

I am incredibly proud of the men and women who ensured we were ready and then made it happen. Well done!

Today's global security environment is uncertain and volatile; the RCAF's support to France's Operation Serval clearly demonstrates that Canada will continue to require air power that is ready, capable, adaptable and relevant.

By reviewing our processes and capabilities, and identifying how we can best leverage advances in technology, the RCAF is positioning itself to be able to deal with the unforeseen threats of the future.

Your Royal Canadian Air Force will continue to tackle the challenges, continue to deliver operational excellence, and continue to build a more effective and efficient Air Force that will protect Canadians and their interests for decades to come.

Yvan Blondin

Lieutenant-General

Commander, Royal Canadian Air Force 



French military troops exit a Canadian Forces CC-177 Globemaster III aircraft in Bamako, Mali.

“DEMOCRACY DOES NOT THRIVE AS A SPECTATOR SPORT”

By Honorary Colonel Loreena McKennitt

Last spring, acclaimed Canadian singer-songwriter Loreena McKennitt, who serves as honorary colonel for 435 Transport and Rescue Squadron, 17 Wing Winnipeg, Man., was the guest speaker at the annual honorary colonels' conference in Halifax, N.S. Her remarks are reprinted in part, with minor edits, with her permission.

Although I make my permanent residence in Ontario, I have endeavoured to support 435 Transport and Rescue Squadron, 17 Wing Winnipeg, Man., and the broader Canadian Forces in a variety of ways, including by singing the national anthem at football or hockey games, attending awards ceremonies and fundraising events, participating in Air Force runs and laying wreaths on Remembrance Days, among other things.

I accepted this role in 2006, largely inspired by the sentiment that democracy does not thrive as a spectator sport; I believe that if we care about the democracy in which we live, we should all do our part to preserve it. By being an honorary colonel, one can become, even in small ways, a conduit of reflection and communication between the civilian population, our CF personnel and the political forces that give them direction.

Over the past few years, I've tried to develop an “appreciation of the situation”, as some military folk are fond of saying, by studying the ingredients, activities, history and context of the greater Canadian military family.

It has been important for me to learn and understand that, although we may use the word “military”, our CF personnel do many things that extend far beyond a battlefield.



HCol Loreena McKennitt was appointed in 2006.

Their mandate includes search and rescue, humanitarian aid, sovereignty patrol, resupply missions, international peacekeeping, peacemaking and combat roles, not to mention international and domestic disaster relief.

Not having come from a military background or family, my path to becoming honorary colonel for 435 Squadron came through a personal tragedy, which saw my fiancé drown in a boating accident in 1998. Shortly following that event, I set up the Cook Rees Fund for Water Search and Safety, which has raised nearly four million dollars to supply equipment, fund pilot projects, provide education and more. It was inevitable that I would find myself becoming acquainted with the search and rescue community. Having grown up in Morden, Man., my geographical

connection to Winnipeg, and hence 435 Squadron, was then linked to the criteria of my appointment.

It has been an amazing few years. I have witnessed firsthand—often from the back of a Hercules aircraft—resupply missions to our northern-most communities, search and rescue procedures, air-to-air refuelling during major coalition training exercises at 4 Wing Cold Lake, Alta., and far-reaching national sovereignty operations across Canada and the far North. I have also experienced ►



HCol Loreeena McKennitt with Capt Denis Beaumont after her flight with the Canadian Forces Snowbirds in 2007.

the rigours of a Snowbirds' training flight at 15 Wing Moose Jaw, Sask., as well as heart-wrenching and sobering repatriation ceremonies at 8 Wing Trenton, Ont.

It has been very important for me to get to know our men and women in uniform, where they come from, why they joined and how they undertake their responsibilities. It has been equally important to understand how their career path has affected their ability to have and maintain a family, children, husbands, wives and parents who, behind the scenes, stoically support them every day of the year.

I have learned an enormous amount.

A vital part of this analysis has been to take into account that militaries around the world are unto themselves unique entities, endowed with a distinct past and present, and distinct political and economic associations.

In Canada, we are fortunate to count our military as a relatively neutral instrument, instructed by the government of the day on behalf of Canadians. Our present Canadian Armed Forces are the extension of the history and traditions of the very brave men and women who, from across this land, fought and died in vast numbers in two great wars and more. It is they who have afforded us this life of liberty, privilege and affluence.

We, as citizens, owe it to them to be informed about the work they do and the challenges and risks they face. For in their neutrality lies vulnerability, for which each Canadian citizen holds a duty of care.

And in the responsibility we owe these men and women, we must not forget about their families left at home. These

individuals are robust, determined and proud, often far-removed from the support of their extended families. They face many issues that come from constant resettling, the difficulty of single parenting, spousal employment, housing issues, securing a doctor or the emotional worry that comes from having a loved one away for great lengths of time, often in harm's way.

Marvellous work is being done by our Military Family Resource Centres. They are invaluable places, run by an extraordinary and devoted group of individuals, many of whom are volunteers.

My travels and experience with the squadron have shown our CF personnel to be exemplary, and often noble, individuals. I have found them to be stoic, deeply devoted to their missions and keenly attuned to their professional and moral responsibilities. I have also found them to have a fierce sense of humour in the most dire situations.

In all of the squadrons, units and wings we represent as honorary colonels, we are deeply privileged to have some of the finest men and women in this country serving in the CF. Around, behind and beside them are some of the most remarkable families you will find anywhere.

It is my fervent hope that we will all learn to be soldiers of democracy, to be ambassadors and advocates for diplomacy and respectful discourse when possible, and [to be] defenders of the common good when necessary; and in times of great pain and need, that we remember also that we can be and must be ministers of love, compassion and generosity.

To those who have served and are serving still, I thank you. To the honorary colonels, I thank you all very much for the work that you do, have done and will continue to do in supporting our Canadian Forces.

Finally, thank you for the privilege of serving you. 🇨🇦



HCol Loreeena McKennitt lays a wreath at a monument to the fallen crew of "Trucker Two". 2010 marked the 25th anniversary of the mid-air collision between two Hercules aircraft, in which ten members of 435 Squadron perished.

The plastic-wrapped Hercules fuselage trainer departs from Cascade Aerospace in Abbotsford, B.C., headed for the Air Mobility Training Centre at 8 Wing Trenton, Ont.

CASCADE AEROSPACE



Prince Edward, Earl of Wessex, unveils the memorial honouring the crew of Halifax bomber LW682/OW "M". Each ingot set in the wall commemorates a crewmember, and is made from aluminum recovered from the downed aircraft.

Chris Alexander, Parliamentary Secretary to the Minister of National Defence, joined the men and women of 426 Transport and Training Squadron (known as the "Thunderbirds") to dedicate the new Air Mobility Training Centre (AMTC) on September 13 at 8 Wing Trenton, Ont.

The AMTC was named in honour of Wing Commander Sedley S. Blanchard, the first commanding officer of 426 Squadron, who served during the Second World War and died during a bombing mission.

With a construction cost of approximately \$40.5 million, the 17,000-square-metre AMTC houses cutting-edge training equipment provided by CAE Inc.—a Canadian manufacturer of simulator, modelling

TRENTON AIR MOBILITY CENTRE

and integrated training technologies—and its subcontractors.

"State-of-the-art training equipment such as the CC-130J flight simulator and the fuselage trainer will provide a Canadian-based centre of excellence where the men and women of the RCAF will hone their skills in operating and maintaining Canada's modern aircraft fleet," said Lieutenant-General André Deschamps, then-commander of the RCAF.

The fuselage trainer is a full-sized CC-130J Hercules fuselage mock-up that will be used to train loadmasters. It journeyed by road from Cascade Aerospace's headquarters in British Columbia and, with the truck, trailer and trainer totalling nearly 58 metres in length, it was the longest over-sized truck shipment ever to be transported in B.C.

The Thunderbirds conduct between 80 and 125 training sessions during 25 different courses every year to generate operationally effective air mobility air crew and technicians in support of Canadian Forces operations.

Later in September, His Royal Highness Prince Edward, Earl of Wessex, unveiled a memorial inside the AMTC commemorating the crew

of Halifax bomber LW682/OW "M" from 426 Squadron. The crew perished during the Second World War.

"This is an honour to be standing before you today in front of this particular memorial," said Prince Edward. "I want to remember those who didn't come back and be eternally thankful to those of you who returned safely."

On May 12, 1944, 426 Squadron was tasked with the bombing of the rail yards at Louvain, Belgium, as part of a 120-aircraft raid. Fourteen Thunderbird crews were on the battle order and each aircraft carried nine 1,000-pound bombs and four 500-pound bombs. Eight of the fourteen Thunderbird crews are known to have attacked the target on May 13, 1944.

Halifax LW682/OW "M" never made it to the objective. A *Luftwaffe* night-fighter ace, Major Martin Drewes, flying a Messerschmitt Bf 110, shot the Halifax down near the village of Geraardsbergen, Belgium.

All eight crew members died. When the aircraft was recovered from a swamp in 1997, three of the crewmembers were still at their stations; they were buried with full military honours alongside their five comrades. 🇨🇦

9/11 HEROES HONoured

A Canadian and an American air force officer who were instrumental in transforming continental security after the tragic events of September 11, 2001, have been honoured by the North American Aerospace Defense Command (NORAD) and United States Northern Command (USNORTHCOM).


Both were “on watch” on 9/11: United States Air Force General (ret’d) Ralph Eberhart was commander of NORAD and Lieutenant-General (ret’d) Rick Findley of Canada was deputy commander.

After the attacks, and as a direct result, both officers worked collaboratively to form USNORTHCOM, which was established on October 1, 2002, to provide command and control of U.S. Department of Defense homeland defence efforts and to coordinate defence support to civil authorities.

During a ceremony last fall at NORAD and USNORTHCOM headquarters that celebrated USNORTHCOM’s 10th anniversary, the commands’ joint headquarters building was renamed in honour of the two men.

The headquarters building, located at Peterson Air Force Base in Colorado Springs, Colorado, will henceforth be known as the Eberhart-Findley Building. This is the first time the name of a U.S. military combatant command headquarters includes a Canadian military officer’s name.

“It’s an honour,” said LGen Findley. “It’s wonderful to have your name on a building, and yet it’s just a reflection of the efforts and hard work of so many other people that we worked with.”

“I sincerely hope no one believes that Eberhart and Findley did this alone. Canadians and great Americans, who put in tremendous effort, made and shaped this success. They all deserve to have their names on this plaque ... I’m truly touched that we can represent their accomplishments, their dedication and their commitment to the defence of the great nations of Canada and the United States.” 



Gen Charles Jacoby, Jr., commander of NORAD and USNORTHCOM (left), Gen (ret’d) Ralph E. Eberhart (centre) and LGen (ret’d) Eric Findley.

READ MORE ON THE ROYAL CANADIAN AIR FORCE WEBSITE!

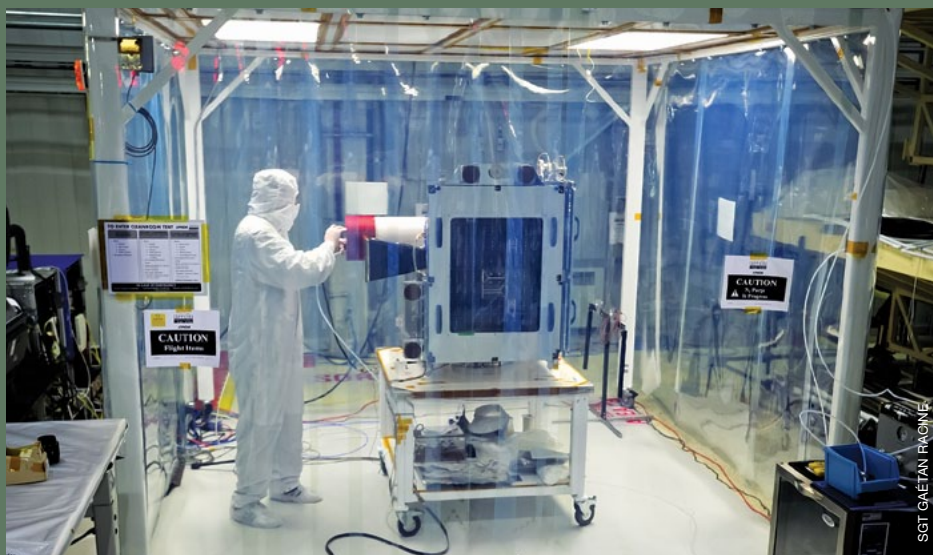
Be sure to visit www.rcaf-arc.forces.gc.ca to stay up-to-date on events in the Royal Canadian Air Force. Or follow us on Facebook at www.facebook.com/rcaf1924.

Each weekday, new stories are posted on the sites, featuring the men and women of the RCAF working on behalf of all Canadians.



THE NEED FOR SPACE SITUATIONAL AWARENESS

In October, Defence Minister Peter MacKay celebrated the “send-off” of the Sapphire small satellite at the Canadian Space Agency’s David Florida Laboratory in Ottawa.



Al Thiessen, an assembly, integration and lead test engineer, conducts routine maintenance on the Sapphire spacecraft optical device at the David Florida Laboratory in Ottawa.

“As space continues to be an important part of the global security environment, the observational data from the Sapphire satellite will be integral to increasing our ability to protect Canadian and allies’ assets and interests in space,” he said. “Our government believes that this satellite is an essential component of our robust defence for Canada and North America, through NORAD.”

Canada’s Sapphire is the Department of National Defence’s first dedicated operational military satellite. This space-based electro-optical sensor will track man-made space objects in high Earth orbit as part of Canada’s continued support of space situational awareness. Data from the Sapphire satellite will contribute to the U.S. Space Surveillance Network, enhancing the ability of both countries to detect and avoid the collision of critical space platforms with other orbital objects. Canada’s contribution also ensures access to orbital data on space objects.

MacDonald, Dettwiler and Associates Ltd. (MDA), as the primary contractor, has built the satellite and developed the Sapphire system at a cost of less than \$66 million. The total project cost, which includes the cost to build and develop

the satellite and budgeted costs for ground infrastructure, the operations centre and personnel costs, is under \$100 million. This modest investment will safeguard billions of dollars of North American assets and interests in space.

Sapphire was launched by the Indian Space Research Organization on February 25.

Canada’s need for space satellites

Canada is a three-ocean nation with the world’s longest coastline. The size of our country requires that we make significant investments in space technology.

Managing security, transportation, communication, search and rescue, mapping, surveying, weather forecasting and infrastructure across these distances is an extraordinarily complex endeavour. The use of satellites, however, greatly reduces the associated challenges. Reliance on space is ubiquitous in both civilian and military life—everyday technologies such as global positioning systems (GPS) and bank machines rely on signals travelling through space.

As more nations develop capabilities to operate in space, there is a steady

increase in the amount of satellites and space debris orbiting the Earth. As the space environment becomes more crowded with inoperable satellites and other debris, the risk of collision between space objects will continue to increase, which itself would create more debris and could eventually render some orbits unusable.

Just as Canada needs to have a solid understanding of what is happening on the land and sea and in the air, we also need to have space situational awareness.

The U.S. Space Surveillance Network catalogues and tracks more than 22,000 man-made objects in space. Given Canada’s reliance on space technology, there is a clear need for our country to protect its critical space assets and infrastructure.

On May 4, 2012, the Canadian Forces signed a memorandum of understanding with the United States Air Force. This military partnership will help increase Canada’s awareness of where objects are located in space, enabling us to reduce the risk of loss of critical space capabilities, such as telecommunications or weather satellites, earth observation satellites and GPS. 🇨🇦

INFRASTRUCTURE UPDATE

Defence Minister Peter MacKay recently announced several upgrades to infrastructure at Royal Canadian Air Force wings and installations including:


- Three contract awards totalling \$1.22 million at 19 Wing Comox, B.C., for recapitalization of housing, upgrades to housing siding and the dredging of the Quadra Marina.
- Two contracts totalling \$2.99 million at 4 Wing Cold Lake, Alta. for the replacement and installation of two de-aerator tanks and the midlife refit of two aviation petroleum and oil product tanks.
- Ten contract awards valued at more than \$1.8 million for general repairs at 14 Wing Greenwood, N.S., including the repair and maintenance of runway storm drainage, construction of a new security fence, and the replacement of steps, walkways and asphalt driveways at several military housing units.
- A funding commitment of approximately \$1.4 million towards the replacement of apron lighting systems at Hangars 11 and 14 at 14 Wing Greenwood, N.S.
- An investment of more than \$2 million for infrastructure improvements at 5 Wing Goose Bay, N.L.
- A total of 10 contract awards, represent an investment of approximately \$6.2 million, were awarded for remediation projects as part of the Goose Bay Remediation Project (GBRP). The GBRP is part of a larger Government of Canada initiative to assess and remediate federal contaminated sites. The project includes fence installation, fuel recovery, upgrades to a fuel transfer area, soil and site remediation, environmental drilling, risk assessment and survey work.
- A funding commitment of approximately \$2.8 million towards the replacement of the intrusion alarms and monitoring system to meet national standards at 14 Wing Greenwood, N.S. A contract was earlier awarded to Reliance Protectron Incorporated for \$1.6 million. The overall value of the project, which includes this contract, is set at approximately \$2.8 million and is expected to be completed in April 2013.

As well, a new health care facility was opened for 21 Health Services Centre at 19 Wing Comox in November 2012. The 4,066-square-metre health care facility created nearly 250 quality jobs during its construction and will provide comprehensive medical, mental health and dental services for the approximately 1,000 military members based at the wing.

GOOSE BAY REMEDIATION PROJECT



5 Wing Goose Bay was used for staging aircraft en route to Britain during the Cold War. At the peak of operations in the 1950s and 1960s, more than 300 million litres of various fuels were stored in tank farms on the wing, connected by 160 kilometres of pipelines.

Due to the remote location of the wing and environmental standards that were different than those considered acceptable today, most of the materials generated through the wing's daily operations were disposed of on the property until about the 1990s. Most of the environmental contamination at the wing can be attributed to past storage and handling practices of fuel and other contaminants. 



Fuel pipelines at Goose Bay in 1989.

AIR TASK FORCE MALI

The workhorse of strategic airlift for the Canadian Forces, the CC-177 Globemaster III, sprang into action in January as part of Task Force Mali, Canada's contribution to the French efforts to stabilize the African country of Mali.



Royal Canadian Air Force traffic technicians from 2 Air Movements Squadron, 8 Wing Trenton, Ont., and loadmasters from 429 Transport Squadron, also from 8 Wing, wasted no time getting to work: building and preparing the initial loads as soon as the support announcement was made.

The Globemaster arrived in Bamako, Mali, carrying a French military light armoured vehicle, medical supplies and ammunition. The initial deployment called for one week of operations, however, Defence Minister Peter MacKay and Foreign Affairs Minister John Baird announced an extension to the mission shortly afterwards.

The initial announcement came on January 14, following a request from the French government; the Government of Canada committed a Globemaster in a non-combat role to transport equipment into the Malian capital of Bamako.

This Canadian Forces mission demonstrates Canada's resolve to stand with its allies and to make positive contributions to regional and international security, in accordance with UN Security Council Resolution 2085. It also demonstrates the RCAF's high degree of readiness and the importance of an agile and versatile expeditionary air force in the 21st century. ►



Left from top to bottom: French military jeeps are marshaled behind a Globemaster at Istres, France, before being loaded and transported to Bamako, Mali.

An RCAF traffic technician uses chains to secure French vehicles inside a Globemaster in Evreux, France.

An RCAF aviation systems technician communicates with the Globemaster's pilots at Istres-Le Tubé Air Base in Istres, France.



The Globemaster's aircraft commander checks his instruments during a flight to Mali.

The Department of National Defence and the Canadian Forces are providing a tangible support to a key ally, and contributing to France's mission to contain terrorist organizations in the north of Mali, which pose a real threat to regional and international security.

The French forces began the mission to stabilize the security situation in Mali in response to United Nations Security Council Resolution 2085. 🇨🇦



A CF tactical aircraft security officer provides security near the Globemaster in Bamako, Mali.



From left to right: A French military jeep is secured on board the Globemaster at Istres-Le Tubé Air Base in Istres, France.

An RCAF traffic technician completes paperwork for vehicles as they are loaded on to the Globemaster in Evreux, France.

Members of the Malian military watch as French military vehicles are unloaded from the Globemaster in Bamako, Mali.

CF-18 DEMO TEAM SPANS THE HEMISPHERE



The 2012 CF-18 Demonstration Team wrapped up its show season in San Francisco, Calif., in early October. It was no coincidence that the team began and ended its season outside of Canada. Throughout the 2012 season, the Royal Canadian Air Force made a deliberate effort to connect with both national and international audiences; the team travelled as far south as Rio de Janeiro, Brazil, on Operation Southern Reach and as far north as Inuvik, N.W.T. on Operation Northern Reach. Captain Patrick "Paco" Gobeil, the 2012 CF-18 demo pilot and team leader, whose home unit is 3 Wing Bagotville, Que., flew an estimated 85,000 kilometres between April and October. This earned him the distinction of being the most extensively travelled CF-18 demonstration pilot in the team's history. Here Capt Gobeil flies the CF-18 Demo Hornet over Niagara Falls, Ont. For more photos and stories, visit the Newsroom at www.rcaf-arc.forces.gc.ca/v2/cf18. 🇨🇦

NATIONAL SAREX

While several Canadian Forces search and rescue (SAR) crews and aircraft were participating in the national search and rescue exercise (SAREX) conducting training with partner agencies in northern Quebec in September, their training was punctuated by two live incidents.

During the first incident, a woman who was lost in the wilderness west of Val-d'Or was rescued. During the second, a severely injured hunter was extracted from a wooded area and brought to Chicoutimi for medical care.

"The entire SAR community is always ready to help when needed," said Lieutenant-Colonel Jean Bernier, the deputy officer conducting the exercise.

"We train very hard to maintain the highest level of readiness to assist Canadians, given all the resources at our disposal."

Participants from across the country were in the region of Val d'Or for the annual SAREX from September 16 to 22. The surrounding remote, rocky terrain and many lakes offered an ideal microcosm of the kinds of environments in which SAR crews often operate.

La Sûreté du Québec, the Canadian Coast Guard, the Civil Air Search and Rescue Association (CASARA), and its Quebec counterpart, *Sauvetage et recherche aérienne du Québec* (SERABEC) came together to train, enhance relationships and promote interoperability.

The 2012 exercise was planned and hosted by 424 Transport and Rescue Squadron, 8 Wing Trenton, Ont. 🇨🇦

MCpl Bruno Robitaille, a SAR technician from 424 Squadron, uses a smoke grenade to signal his location to an aircraft during the mountain rescue scenario at SAREX 2012 near Val-d'Or, Que.



OP NANOOK SHOWCASES RCAF



CF personnel unload a CH-146 Griffon helicopter from a CC-177 Globemaster III at Mike Zubko Airport in Inuvik, N.W.T.

Operation Nanook, which ran from August 1 to 26 last year, is the centrepiece of annual northern sovereignty operations conducted by the Canadian Forces in Canada's North. Op Nanook enhances the CF's capability to operate in the challenging Arctic environment.

Op Nanook 12 involved more than 1,250 participants from the Royal Canadian Navy, the Canadian Army—including the Canadian

Rangers—the Royal Canadian Air Force and the Canadian Special Operations Forces Command.

Many federal government departments participated, as well as a number of provincial, territorial, regional and municipal partners.

Several RCAF units participated in the exercise, including 400 Tactical Helicopter Squadron, 1 Wing Kingston, Ont. (located at CFB Borden, Ont.);

405 Long Range Patrol Squadron, 14 Wing Greenwood, N.S.; 440 Transport Squadron, 17 Wing Winnipeg, Man. (located at Yellowknife, N.W.T.); 443 Maritime Helicopter Squadron, 12 Wing Shearwater, N.S. (located at Patricia Bay, B.C.); and 8 Air Communication and Control Squadron, 8 Wing Trenton, Ont.

This year's operation ran in two distinct geographical locations: the western Arctic near Inuvik and Tsiigehtchic, N.W.T., and the eastern Arctic near Hudson Strait/Hudson Bay and surrounding areas, including Churchill, Man.

The western scenario employed the CF in the air and on land while working with whole-of-government partners.

The eastern scenario focused on a vessel of interest. In the exercise scenario, the RCMP initially led a whole-of-government response and then requested CF assistance. 🇨🇦



MCpl Tim Patterson, a flight engineer with 400 Squadron, is seen through the rainy windscreens of a Griffon helicopter at Mike Zubko Airport, Inuvik, N.W.T.

A CF field hospital and ambulance photographed after midnight during Op Nanook 2012. The area around Inuvik sees 24 hours of sunlight during some parts of the summer.





Randy Kamp, parliamentary secretary for Fisheries and Oceans Canada, welcomes the crew of a CP-140 Aurora from 407 Long Range Patrol Squadron back to 19 Wing Comox, B.C., following the successful conclusion of Op Driftnet 2012.

For the first time since Operation Driftnet began in 1993, the search for illegal driftnet fishing on the high seas originated from Japan in the fall of 2012. Op Driftnet is one of the ways that the North Pacific Anadromous Fish Commission (NPAFC) enforces the United Nations ban on high seas driftnets. This is an environmentally disastrous fishing technique where nets are allowed to drift freely at the surface of a body of water. Members of NPAFC include Canada, the United States, the Russian Federation, the Republic of Korea and Japan. The People's Republic of China is a non-member supporter.

Royal Canadian Air Force aircraft and crews staged from Hakodate, demonstrating Canada and Japan's growing partnership and shared commitment to combating the use of driftnets on the high seas.

The RCAF employed its CP-140 Aurora aircraft on daily patrols because it is one of the few aircraft in the world uniquely equipped to effectively search such a vast area. The aircraft patrolled high threat areas and investigated suspicious radar contacts for illegal fishing, while sensor and photographic data were fed back to Canadian Forces personnel to be compiled into a database and plotted on computer displays for analysis.

During the 2012 mission, 318 contacts were observed from the air and investigated, and no illegal, unreported, unregulated high seas driftnet fishing was observed.

Canada's 2012 patrol was coordinated by Canadian fishery officers from British Columbia stationed in Hakodate, Japan, with support from the United States Coast Guard out of Juneau, Alaska, and in collaboration with specialists from Fisheries and Oceans Canada and the Canadian Forces through Canadian Joint Operations Command and its supporting elements. 🇨🇦

RCAF AIDS ENVIRONMENT CANADA IN ARCTIC

The frigid waters of Canada's Arctic have historically been locked in ice nearly year-round, making them virtually inaccessible to even the toughest ships. But this is changing. Sea ice cover is declining and marine traffic is on the rise.

As a result, Environment Canada wants to gain a better picture of Arctic conditions. In autumn 2012, with the help of the Royal Canadian Air Force, Environment Canada deployed several sophisticated buoys that transmit information via satellite to monitor air temperature, air pressure and ice movement. The information will enhance marine weather and ice predictions in the Arctic and will be shared, primarily with mariners, but also with aviators, northern communities and others travelling North of 60.

A CC-130J Hercules aircraft from 436 Transport Squadron, 8 Wing Trenton, Ont., deployed nine ice buoys in the Arctic Ocean, west of the Canadian archipelago. They were dropped from between 700 and 2,000 feet (213 to 609 metres) from the back of the Hercules and descended onto the ice by parachute.

The area covered during the project was considerable—making the speed, reach and practicality of an RCAF aircraft ideal. Through a provision of service agreement with Environment Canada, the RCAF will provide air support over the next three years. By the end of March 2015, Environment Canada will be providing year-round weather and ice services for Arctic travellers. 🇨🇦



WO Steve Bressette, a loadmaster from 436 Squadron, readies one of the buoys for deployment. The parachute is packed into a biodegradable cardboard box.

Inset: The buoys will transmit information about air pressure, temperature and ice movement.



SGT MATTHEW MCGREGOR

NEW AT THE HELM

Incoming CDS, Gen Tom Lawson (left), Governor General David Johnston and outgoing CDS, Gen Walt Natynczyk, sign the official certificates during the change of command ceremony at the Canadian War Museum in Ottawa.

The Canadian Forces and the Royal Canadian Air Force welcomed several new leaders in late 2012, not the least of whom was the new Chief of the Defence Staff, an RCAF officer, General Tom Lawson. He took command of the CF in October, replacing Gen Walt Natynczyk.

Following remarks by the Governor General and Commander-in-Chief of Canada David Johnston, Prime Minister Stephen Harper, Defence Minister Peter MacKay and Gen Natynczyk, Gen Lawson took to the podium in what he later described as a very proud and humbling moment.

He outlined his priorities in a novel fashion, delivering them not so much as objectives or milestones he would like to reach, but as personal pledges to the people of Canada, the Canadian Forces and the gathered dignitaries and guests.

"I dedicate myself in full view of the responsibilities of the command to accepting your confidence in my abilities," promised Gen Lawson.

"I dedicate myself to providing the highest quality military advice that you will seek. I dedicate myself and the

Canadian Armed Forces team to the careful maintenance of the many military capabilities that will be required to defend our great nation.

"I provide these pledges with the comfort that accompanies my confidence in the general and flag officers of the Canadian Forces, in our highly experienced officer cadre and non-commissioned officers, in our wonderful public service partners ... and in the tremendous underlying strength, resilience and professionalism of the Canadian soldier, sailor, airman and airwoman and, finally, in the terrific support that you and the people of our nation have provided ... and will continue to provide to their Canadian Armed Forces."

The RCAF welcomed its new commander, Lieutenant-General Yvan Blondin, at a change of command ceremony in September.

"It's a small Air Force but the quality of people takes the standard so high," said LGen Blondin during the ceremony. "I'm proud to be named the commander of the Air Force.

"For me, this is the best Air Force in the world and we'll maintain [our] excellence."

Finally, LGen Pierre St.-Amand was appointed commander of 1 Canadian Air Division, Winnipeg, Man., replacing LGen Alain Parent who became the new deputy commander of NORAD (North American Aerospace Defense Command). 

SAR TEAM RECEIVES INTERNATIONAL RECOGNITION



SAR techs MCpl Marco Journeyman (left), Sgt Janick Gilbert (centre) and MCpl Max Lahaye-Lemay.



The helicopter crew from 9 Wing Gander, N.L. (L to R): Capt Dean Vey, Sgt Daniel Villeneuve, Sgt Brad Hiscock, MCpl Shawn Bretschneider and Capt Aaron Noble.

Royal Canadian Air Force members from 9 Wing Gander, N.L., and 8 Wing Trenton, Ont., received three major international awards in late 2012 for a dangerous and tragic rescue in the Arctic in 2011 that claimed the life of one of the team.

The Guild of Air Pilots and Navigators (GAPAN) Award for Gallantry was awarded to the search and rescue (SAR) team and the aircraft crew who, on October 27, 2011, responded to a distress call near Igloolik, Nunavut, where two hunters were stranded in icy waters in deteriorating conditions. The award, which is given to an individual or crew of an aircraft in any field of aviation for an outstanding act of gallantry, was presented in the Guildhall in London, England on October 23, 2012. The award was presented to the CH-149 Cormorant helicopter crew from 103 Search and Rescue Squadron, 9 Wing Gander, N.L., and to SAR technicians Sergeant Janick Gilbert, Master Corporal Max Lahaye-Lemay and MCpl Marco Journeyman, all from 424 Transport and Rescue Squadron, 8 Wing Trenton, Ont. Sgt Gilbert,

SAR team leader, perished during the mission and received the award posthumously.

On November 6, the Gander helicopter crew received AgustaWestland's Cormorant Trophy for Helicopter Rescue for their heroic actions during the mission.

The three Trenton SAR techs also received the International Maritime Organization (IMO) award for Exceptional Bravery at Sea, at a ceremony in London, England, on November 26. The IMO is the United Nations agency responsible for the safety and security of shipping and the prevention of maritime pollution by ships. The award is its highest honour. 🇨🇦

NEWEST HONORARY COLONELS

The following people have recently been appointed Royal Canadian Air Force honorary colonels by the Minister of National Defence:

- **Douglas Annis**, retired RCAF pilot and recently retired Canadian Tire Corporation dealer — Canadian Forces Aerospace Warfare Centre, 8 Wing Trenton, Ont.
- **Colonel (ret'd) Ron Guidinger**, retired RCAF pilot and chair of TEC Canada — 419 Tactical Fighter Training Squadron, 4 Wing Cold Lake, Alta.
- **Normand Legault**, chairman of Montréal International and chairman of the board for Société du Parc Jean-Drapeau — 438 Tactical Helicopter Squadron, 1 Wing Kingston, Ont. (located at St. Hubert, Que.).
- **Steve Millen**, managing director of Worthington Partners — 442 Transport and Rescue Squadron, 19 Wing Comox, B.C.
- **Barry Rempel**, president and CEO of the Winnipeg Airports Authority and past honorary colonel of 17 Wing Winnipeg, Man. — first honorary colonel of 1 Canadian Air Division, Winnipeg, Man.

Meanwhile, the Women's Executive Network revealed the winners of its 2012 "Canada's Most Powerful Women" awards in December. Maureen Piercy, honorary colonel of 8 Air Communication and Control Squadron at 8 Wing Trenton, Ont., and President of Loyalist College at Belleville, Ont., received a Public Sector Leaders award. Barb Stegemann, honorary colonel of 14 Wing Greenwood, N.S., and CEO of The 7 Virtues Beauty, Inc., received a Trailblazers and Trendsetters award.

They join a group of 653 women who have received the Top 100 Award over the last decade, recognizing the highest achieving women leaders in the private, public and not-for-profit sectors in the country. 🇨🇦

AFAC AWARDS

The Air Force Association of Canada (AFAC) honoured Royal Canadian Air Force personnel and units during its annual awards ceremony and annual general meeting (AGM) last October in Hamilton, Ont.

- The Gordon R. McGregor Memorial Trophy for Outstanding and Meritorious Achievements in the Field of Air Transportation was awarded to 2 Air Movements Squadron, 8 Wing Trenton, Ont.
- The Air Marshal C. Roy Slemon Award for Aviator of the Year (Regular Force) was awarded to Master Corporal Chris Merlin, 51 Aerospace Control and Warning Operational Training Squadron, 22 Wing North Bay, Ont.
- The Flight Lieutenant D.M. Grant, DFC, Award for Aviator of the Year (Reserve Force) was awarded to Master Warrant Officer Marc Fontaine, 1 Air Maintenance Squadron, 4 Wing Cold Lake, Alta.



Edward Carter-Edwards presents certificates to Aviator of the Year (Regular Force) recipient MCpl Chris Merlin (left) and Aviator of the Year (Reserve Force) recipient MWO Marc Fontaine (right).

- The Golden Hawks Trophy for Commendable Achievement in any Field of Military Aviation was awarded to the Helicopter Operational Test and Evaluation Facility (HOTEF), 12 Wing Shearwater, N.S.
- The Air Marshal W.A. Bishop, VC, Memorial Trophy for Outstanding and Meritorious Achievement in any Field of Aviation was awarded to 51 Air Control and Warning Operational Training Squadron, 22 Wing North Bay, Ont.
- The Pilot Officer Andrew Mynarski, VC, Memorial Trophy for Notable Contributions to Aviation Search and Rescue was awarded to the Royal Canadian Air Force search and rescue community for Operation Jaguar in Jamaica.
- The NORAD Trophy in honour of those who guard what we value most—our loved ones, our liberties and our peace—was awarded to the Air Force Museum Society of Alberta.

Edward Carter-Edwards, a veteran of Bomber Command, spoke at the Aviators of the Year luncheon during the AGM. He was imprisoned in Buchenwald concentration camp after being shot down. He survived because *Luftwaffe* officers got him and more than 150 other Allied flyers out of the notorious death camp and into a prisoner of war camp, Stalag Luft III. 🇨🇦



The Golden Hawks Trophy was awarded to the HOTEF (L to R): Cpl Michel Bastarache, Cpl Dominic Desbiens, Maj Josiah Goodyear, LGen Yvan Blondin, RCAF commander, Capt Kevin Jeffries, Maj Dwight Bazinet, MCpl Robert Wimmer, MCpl Jade Boucher, Sgt Kevin McKay and Col (ret'd) Terry Chester, AFAC national president.

For the full citations, visit the RCAF Newsroom at www.rcaf-arc.forces.gc.ca.



BRAVO ZULU

Lieutenant-General (ret'd) Charles Bouchard was invested as an officer of the Order of Canada in October 2012.

LGen (ret'd) Bouchard received the honour for his “distinguished military career [and] significant contribution to global peacekeeping efforts”. Specifically, the citation mentioned his tour as NORAD deputy commander in the wake of the events of September 11, 2001, and his skillful handling of NATO’s military intervention in Libya, “helping to support the Libyan people and underscoring the importance that Canada places on protecting human rights”.

Sergeant Stéphane Roy, a search and rescue technician at the Canadian Forces School of Search and Rescue, located at 19 Wing Comox, B.C., received the Medal of Bravery in October 2012.

On December 4, 2009, Sgt Roy rescued a military diver from a possible drowning in Comox. The divers were conducting a training exercise underwater when [the diver] became disoriented. Subsequently, his regulator became tangled and his mask started coming off. Sgt Roy tried unsuccessfully to insert his own regulator into the mouth of the victim.

Cut off from his air supply and fighting against the panicked diver, Sgt Roy worked to free the victim from the tangled gear. After the diver lost consciousness, Sgt Roy continued to care for him and signalled to others for help. They carried him to the surface and to safety.

Warrant Officer Melvin Wiseman of 22 Wing North Bay, Ont., received a Canadian Expeditionary Force Command Commander’s Commendation in September 2012 for his service in Afghanistan.

WO Melvin Wiseman was deployed to Kandahar Air field from July 2010 to January 2011. A British captain became ill and was repatriated to the United Kingdom. With only two

other captains to cover the duty operations officer position, WO Wiseman volunteered to be trained and to fill the vital position when required, in addition to his normal duties.

The **Aeromedical Evacuation Flight** at 8 Wing Trenton, Ont., received a Canadian Forces Unit Commendation in September 2012 for its outstanding dedication and professionalism. The flight provides aeromedical support during national and international operations.

“Since its formation in 2008, the team has put forth extraordinary efforts to ensure that injured Canadian Forces personnel are swiftly returned to Canada with great professionalism, dedication and compassion,” said LGen André Deschamps, then-RCAF commander.

Chief Warrant Officer Tom Walker, an RCAF traffic technician, received a citation for bravery from the commissioner of the Ontario Provincial Police in November 2012 for pulling a quadriplegic man out of a burning vehicle near Ignace, Ont., on August 1, 2011. He was off duty at the time.

At the time of the fire, the man was in a leg cast, making his extraction that much more difficult. His caregiver tried to pull the man and his chair out of the vehicle, but it was impossible.

“[CWO Walker] quickly realized someone was trapped inside the vehicle as thick, acrid smoke surrounded the vehicle and made breathing difficult,” reads the citation. “CWO Walker decided that the rescuers ... would have to remove [the man] from the vehicle. The rescuers worked together and lowered the man using the lift.”

CWO Walker then attempted, unsuccessfully, to extinguish the blaze. Once the ambulance arrived, CWO Walker helped load the man onto a back board and carry him to the ambulance.

Bravo Zulu! 🇨🇦

Members of the Aeromedical Evacuation Flight with LGen Deschamps and CWO Miles Barham (both in blue shirts).



410 SQUADRON RENEWS OLD TIES


The city of Saint John, N.B., renewed its unique relationship with 410 Tactical Fighter Operational Training Squadron, 4 Wing Cold Lake, Alta., in September 2012, with all of the pomp and ceremony befitting such an occasion. 410 (City of Saint John) Tactical Fighter Operational Training Squadron also received the Freedom of the City, the highest civic honour a municipality can confer on a military unit.

Saint John adopted the squadron in 1944, but the relationship waned

over the years and was eventually forgotten. Several factors contributed to the original relationship—a large percentage of Canadian Armed Forces members stationed overseas hailed from the city and the maritime region in general, and there was a grass-roots groundswell of support—mostly spearheaded by local women's groups in the form of care packages.

This is the second recent renewal of war-era city and squadron ties. The City of Lethbridge, Alta., and

During the celebration of renewed ties between Saint John, N.B., and 410 Squadron, visitors chatted with Capt Sébastien Allard, a CF-18 pilot from 410 Squadron, at the Saint John airport.

429 Transport Squadron, 8 Wing Trenton, Ont., re-established ties shortly after the squadron was reformed in 2007 to fly the CC-177 Globemaster III strategic airlifter. 

JIM BELLIVEAU

LIBYA CAMPAIGN MEDALS AWARDED




Defence Minister Peter MacKay, accompanied by Associate Defence Minister Bernard Valcourt and General Tom Lawson, Chief of the Defence Staff, presented 210 Canadian Forces members with the North Atlantic Treaty Organization's Operation Unified Protector-Libya medal during a ceremony held at Canadian Forces Base Halifax, N.S., last November.

An additional 740 medals were awarded to Canadian Forces personnel in several other ceremonies across Canada and the United States on the same day in recognition of their participation in Operation Mobile, the Canadian Forces' contribution to the NATO-led operation to protect the people of Libya with the enforcement of an arms embargo and no-fly zone.

Ceremonies were held at 9 Wing Gander, N.L.; 5 Wing Goose Bay, N.L.; 14 Wing Greenwood, N.S.; 3 Wing Bagotville, Que.; 8 Wing Trenton, Ont.; 17 Wing Winnipeg, Man.; 15 Wing Moose Jaw, Sask.; 4 Wing Cold Lake, Alta.; CFB Esquimalt, B.C.; 19 Wing Comox, B.C., and Salina, Kansas.

The deployment of Canadian assets, including two frigates and their CH-124 Sea King helicopter detachments (Her Majesty's Canadian Ships Charlottetown and Vancouver), CF-18 Hornet fighters, CC-150 Polaris air-to-air refuelling tankers, CC-130 Hercules air-to-air refuellers and CP-140 Aurora long-range patrol aircraft, gave Canada and the Canadian Forces the flexibility and capability to respond to the ongoing crisis in the region by providing critical aviation support to coalition efforts. Canada's massive CC-177 Globemaster III aircraft were used to transport people and equipment to and from the theatre of operations.

The NATO Op Unified Protector-Libya medal was awarded for 30 consecutive or 60 cumulative days of honourable service under NATO Op Unified Protector beginning on March 23, 2011, and ending on October 31, 2011. 

LGen Yvan Blondin, RCAF commander, awards the Op Unified Protector medal to Cpl Adam Doucette of 426 Transport Training Squadron, 8 Wing Trenton, Ont., on November 16.

"THE FEW" ARE GETTING FEWER

The Royal Canadian Air Force paid tribute to its fallen comrades, and the steely resolve of a nation at war, during parades and memorial services that were held across Canada on Sunday, September 15, to mark the 72nd anniversary of The Battle of Britain.

Many Canadians served within the Royal Air Force's Fighter Command,



HOLLY BRIDGES

which comprised pilots and groundcrew from 13 allied nations. Whether flying with No. 1 Fighter Squadron of the RCAF or with other RAF Squadrons, including 242 (Canadian) Squadron, Canadians "put their lives at risk to defend the ideals of society and the way of life that we so cherish today," said Defence Minister Peter McKay before the ceremony.

Of the more than 100 Canadian pilots who flew in the battle, 23 were lost. Countless other Canadian men and women served as aircraft mechanics, anti-aircraft gunners, radar operators and plotters. Plotters worked in an early form of air traffic control, monitoring that played a vital role in the Battle of Britain and the bombing of British cities that followed. The majority of them were members of the Women's Auxiliary Air Force.

"It is true the pilots were the tip of the spear," said Lieutenant-General André Deschamps, then-commander of the RCAF, "but the groundcrews, whose support role was crucial, faced other challenges. They worked relentlessly in all kinds of weather, repairing aircraft and getting them back up in the air in record time. They were also



Second World War veteran Harold Edward "Dutch" Holland reads the poem "High Flight" during the Ottawa ceremony.

in the line of fire when the *Luftwaffe* concentrated their attacks on RAF airfields. The network of observers and radar systems was also central to the successful outcome of the battle, supplying vital strategic information to mission planners."

Although Battle of Britain ceremonies held at RCAF wings across the country commemorated the valiant acts of "the few—who are, sadly, getting fewer", as British High Commissioner Dr. Andrew Pocock described them, they were a call to future generations to continue commemorating the heroism and sacrifice of our veterans. 🇨🇦

George Bova, RCAF wireless operator and air gunner who served with 432 Squadron and No. 405 (Pathfinders) Squadron, flew 60 sorties in Halifax and Lancaster bombers and received the Distinguished Flying Cross during the Second World War. He attends the Ottawa Battle of Britain ceremony every year.

Canadian Battle of Britain pilot S/L Ernie McNab (centre) and some of his fellow pilots.



CF PHOTO UNIT