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AIR FORCE Crew Brief

Message from the Chief of the Air Staff

An Effects-based, Network-enabled, Expeditionary Air Force

Transformation



Shaping the Future Air Force p.3

Equipment & Capabilities



New Aircraft for the Air Force p.4 - 5
Fixed-Wing SAR p.5
UAVs and JUSTAS p.6

People



CF Parliamentary Program p.7
Air Force Association of Canada p.8
Fire Rescue p.9
In Memorium p.9

Operations



Current Operations p.10
First Air Expeditionary Camp p.11
Air Support in Lebanon p.11 - 12
Air Drop in Afghanistan p.12
Snowbirds Honoured p.12

Canadians have been reminded throughout the summer of the dedication and sacrifice of the men and women of the Canadian Forces who carry out their daily duties on behalf of Canadians, whether at home or abroad. The Air Force was saddened by the heartbreaking news of the tragic Cormorant accident in late July. The aircrew were practising a routine rescue mission when their aircraft struck the water, taking the lives of three dedicated members of the search and rescue community.

Our losses at home, or in places like Lebanon and Afghanistan, reinforce the commitment of the members of the Canadian Forces and highlight the difference they make on a daily basis in the lives of others. We appreciate the outpouring of support by both the Government and the people of Canada.

That support is also evident in the way the Government is re-equipping the Canadian Forces. The tremendous news we received in June, that Canada will acquire new strategic and tactical airlift and new heavy lift helicopters, was another step in the continuing transformation of the Air Force. The decision to provide the Canadian Forces with improved air mobility will have an immediate and long lasting impact on the Air Force and the Canadian Forces.

As it transforms, the Air Force vision continues to be aligned with that of the Canadian Forces. The Air Force has already begun moving towards becoming an increasingly effects based, networked-enabled and expeditionary force. In fact, air power very much enables the Canadian Forces vision. This is being recognized in many ways. The men and women of the Air Force continue to provide a lifeline to our personnel in Afghanistan, permitting them to accomplish



The Chief of the Air Staff examines the cockpit of Lockheed Martin's F-35 Joint Strike Fighter, in Fort Worth Texas on 6 Sep 2006. Canada continues to participate in the JSF program. Photo: Lockheed Martin.

their critical mission there, while our fully integrated units operating in that theatre of operations provide vital intelligence, surveillance and reconnaissance to commanders on the ground. In fact, those units operating the Sperwer tactical unmanned aerial vehicles have been continuously providing more support than originally planned while our aircrew, ground crew and other support elements have tirelessly contributed quietly in the background to the Afghanistan mission ever since the Canadian Forces first became engaged in that country. Our Mission Support Squadron from 17 Wing Winnipeg has deployed to Camp Mirage in South-West Asia as the first formed Air Force expeditionary support organization. At home, the Air Force continues to take a lead role in fulfilling the "Canada First" mission of the Canadian Forces, providing security in the skies over Canada, maintaining a presence in the North and monitoring the maritime approaches of the country with the Navy. Our search and rescue (SAR) units remain continuously on standby and are called upon frequently to respond to Canadians in distress.

continued on page 2... ►





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All the while we are called upon to perform myriad other missions, such as the evacuation of Canadians from the war in Lebanon earlier this summer.

There is no doubt that the Canadian public benefits tremendously through the Air Force's contributions to the economic, environmental and physical security of the country.

While the Air Force continues to maintain a high operational tempo both at home and around the world, transformation of the Canadian Forces continues unabated and remains on track. Much of the initial work focussed on reorganization. Since then, the Commander of 1 Canadian Air Division has functioned as the Combined Force Air Component Commander to other commands, operationally both in Canada and abroad, validating concepts of operations put forth by the Air Force earlier in the process and producing the effects that are wanted by the Canadian Forces and the Government of Canada. With sound practices being established and refined, we are turning our attention to the second tenant of transformation: recapitalization.

We are moving quickly – in fact, at an unprecedented rate - to acquire four C-17 Globemaster III strategic lift aircraft to help rebalance our airlift requirements and reduce the stress on the venerable C-130 Hercules fleet of tactical transport aircraft. Air Force personnel are already training on the aircraft and, thanks to the great relations we have been able to establish and maintain with our colleagues in the United States Air Force, we are optimistic Canada will be flying its first Globemaster as early as next year. We are also aggressively pursuing the purchase of 17 aircraft to replace the oldest of our Hercules fleet. At the same time, we are moving ahead with the plans to acquire 16 Chinook heavy-lift helicopters to meet our needs in supporting Canadian Forces operations both in Canada and around the world.

Other major projects underway include the continued modernization of the CF-18 fighter aircraft. At the end of August, the 80th CF-18 fighter aircraft completed Phase I of a two-phase modernization program, which will ensure that the CF-18 remains relevant to Canada's security needs until 2017. As we begin to look at potential replacements for the CF-18 we continue to participate in the Joint Strike Fighter program. We are also conducting studies to determine what kind of integral capacity will be needed to support the employment of heavy-lift helicopters in deployed operations. The Aurora long range



LGen Steve Lucas, Chief of the Air Staff, with guests and technicians from L3 Communications, celebrate the delivery of the last of the CF-18 Hornets from Boeing's Phase 1 of the Modernization program in Mirabel, Quebec.
Photo: WO Peters, DND

patrol aircraft, employed in monitoring the expanses of the Canadian North and approaches to our country's coastline – the longest in the world – for illegal immigrants, violators of our environment laws, drug runners and illegal fishing, continue to be upgraded to provide intelligence, surveillance and reconnaissance capabilities over land and water. Fixed-Wing SAR and other aircraft for the North are being planned and other aircraft, such as the new Cyclone helicopter and Polaris air-to air refuelling aircraft are due to arrive in the near future.

This is, indeed, an exciting time to be in the Air Force! With new aircraft and equipment, new missions and new challenges arriving almost every day, it is an extremely opportune time for those who desire rewarding challenges and an opportunity to do something truly special, to consider employment or a career in the Canadian Forces. I encourage you to suggest to anyone who may be interested to contact us in order to find out what opportunities and benefits could exist for them. With all of these new initiatives underway, we are going to need a number of good people to build and sustain the Air Force of the future.

I hope you will find this newsletter useful and informative. I encourage you to continue to provide your feedback as they often spark new ideas and encourages discussion within our Air Force community.



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TRANSFORMATION

Shaping the Future Air Force

The most visible accomplishments of Canadian Forces (CF) transformation over the past several months has been the stand up of the Strategic Joint Staff and the four new operational commands on February 1, 2006. Since then, there has been tremendous progress in many areas. Within the Air Force, 1 Canadian Air Division has been reorganized and developed new processes and procedures to meet the demands for air support by the new commands. For several months, its commander, Major-General Charlie Bouchard, has been functioning as the Combined Force Air Component Commander (CFACC), successfully delivering air forces in operations both at home and abroad.

The key role of air power as an enabler of CF Transformation was clearly demonstrated by the recent announcements of the acquisition of new aircraft, as the Canadian Forces began its move into the recapitalization phase of its transformation. The acquisition of strategic, tactical and helicopter mobility platforms in the near future represents a remarkable opportunity for the future of the Air Force.

Given the importance of the new aircraft to the CF and the many activities underway to expedite their introduction into service, a great deal of the Air Force's effort for the coming year and beyond will be focused on planning for their arrival and integration and coordinating the efforts of several organizations, both internal and external to the Air Force.

As a result, the Air Force has launched "Project Pre-Flight" to oversee and coordinate the numerous complex issues and activities that will need to be addressed as the Air Force introduces new fleets of aircraft into its inventory. General Officers, at both the strategic and operational levels of Air Force headquarters, have been tasked to provide guidance and direction to a special team that will set the conditions for the successful transition of these new aircraft from acquisition to full operating capability, within accelerated timelines.

As with previous Air Force transformation initiatives, a "Blue Team" will be formed around a small core cell of personnel embedded within the Chief of the Air Staff who will have connection to subject matter expertise throughout the Air Force. The Blue Team, led by Colonel Alain Parent, the director of Air Force strategic planning, will monitor ongoing activities from a strategic perspective to ensure that decisions being made by various organizations continue to fit with the Chief of the Air Staff's strategic direction and remain aligned with other strategic initiatives underway within the CF.

The acquisition of strategic, tactical and helicopter mobility platforms... represents a remarkable opportunity for the future of the Air Force.

Canada's Air Force is transforming to deliver the required air power effectively and efficiently as it becomes more effects-based, network-enabled and expeditionary. This is an unprecedented period for the men and women of the Air Force who are taking an active role in shaping the future Air Force, ensuring that transformation activities result in more effective, relevant and responsive air power for the CF.

For more information about Canadian Forces transformation, log on to: www.cds.forces.gc.ca/cft-tfc



The announcement by MND Gordon O'Connor in June of the acquisition of strategic and tactical airlift for the Canadian Forces demonstrates the key role of air power in a transformed Canadian Forces. Photo: DND



EQUIPMENT & CAPABILITIES

New Airplanes, Helicopters for Canada's Air Force

Canada's Air Force will soon be flying new transport airplanes and helicopters! At the beginning of this summer, the Government of Canada announced its plans to acquire new strategic and tactical airlift capabilities for the Canadian Forces. This investment addresses the need to revitalize the Canadian Forces' airlift capabilities and is the



A Canadian Taurus, Armored Recovery Vehicle weighing nearly 100,000 lbs is delivered at the Kandahar Air Field by a C-17 transport aircraft. Photo: Sgt Penney, DND

most significant military investment in over a decade.

The plan calls for the acquisition of four Boeing C-17 Globemaster III aircraft, 16 Chinook heavy-lift helicopters and 17 new tactical lift aircraft to replace the oldest of our venerable Hercules fleet.

"These new aircraft will allow the Air Force to provide extremely versatile and responsive airlift for people and equipment wherever and whenever it is required, across Canada or around the world," says Lieutenant-General Steve Lucas, Commander of Air Command and Chief of the Air Staff.

The new aircraft will enable the Canadian Forces to better respond to domestic emergencies, including natural or man-made disasters throughout Canada. They will also permit the rapid deployment of the Disaster Assistance Response Team (DART), enabling Canada to respond to international disasters and provide humanitarian relief in other countries following calamities, such as earthquakes or floods. In essence, the new aircraft will be used to support and supply the men and women of the CF who are serving Canada in

operations, wherever they may be in the world.

The aircraft will have an immediate and dramatic impact on the Canadian Forces capabilities and will be put to work as soon as possible. The Air Force hopes to be operating the C-17 strategic airlifters as early as next summer and flying the Chinook helicopters within three years of awarding a contract. New tactical airlift will also arrive within three years of a contract award.

Strategic and Tactical Airlift

"I am delighted that the urgent priority to replace the rapidly aging Hercules fleet has been realized," said Chief of the Defence Staff General Rick Hillier. "Gaining a strategic airlift capability to complement our tactical airlift requirement will ensure we can quickly deploy our equipment and personnel without relying on our allies or contractors which is a huge benefit to the Canadian Forces and to Canadians."

As it is now, the Air Force's 32 C-130 Hercules continue to be the primary aircraft for tactical airlift, tactical air-to-air refuelling and search and rescue, but they are overused and costly to keep flying—grounded by maintenance work more than 50 percent of the time. In fact, some of the aircraft have already run out of hours and are permanently grounded with more expected to be grounded over the next few years.



The Air Force's C-130 Hercules continue to be the primary aircraft for tactical airlift, tactical air-to-air re-fuelling and search and rescue, but they are overused and costly to keep flying. Photo: Cpl Bradley, DND

"Our venerable Hercules, a workhorse of the Canadian Forces, has served us well for decades but the older aircraft need to be replaced in the very near term," said Lieutenant-General Lucas. "The replacement aircraft will enable our men and women in the Air Force to continue to deliver tactical airlift to support Canadian Forces operations in Canada and around the world." The 17 new aircraft will focus primarily on providing tactical airlift.



Chinook Helicopters

A fleet of 16 heavy-lift Chinook helicopters will reinstate a vital capability that Canadian aircrew and soldiers have done without for over a decade. The Canadian Forces do not currently have a military helicopter that can transport up to 30 combat-ready soldiers and have had to rely on allied or coalition forces to provide this type of helicopter transport while deployed. This limits the Canadian Forces' ability to conduct independent operations, and also means when unavailable, troops must opt for ground transportation, placing them at greater risk of ambushes, land mines and improvised explosive devices.

The Chinook helicopter will allow the Canadian Forces to reach remote locations in a wider range of geographic areas and challenging environments inaccessible by ground-based transport or fixed-wing aircraft. With the Canadian Forces' increasing focus on joint operations and expeditionary forces, this capability will serve as a paramount asset in responding to disaster situations and terrorist attacks, both at home and around the world.

New Job Opportunities

The new airlift capability, combined with other new and modernized aircraft, will ensure the Air Force is able to meet its commitments and remain relevant to Canada and its needs. It is estimated that within five years, the military will be able to respond better to domestic and international crises than at any other time in the past half-century.

These improvements present tremendous opportunities for Canadians who want to take advantage of an exciting and rewarding employment in the revitalized Air Force. The new and modernized aircraft about to enter service in the Canadian Forces, means the Air Force will be offering even more career opportunities for those who are seeking a profession with an active lifestyle with competitive pay and benefits. For more information on recruiting, log on to: www.airforce.forces.gc.ca



The Chinook heavy-lift helicopters will allow the CF to reach remote locations in a wider range of geographic areas and challenging environments. Photo: Boeing



New fixed-wing Search and Rescue aircraft are being sought to replace the ageing CC-115 Buffalo (above) and CC-130 Hercules currently doing the job. Photo: DND

Fixed-Wing SAR

New fixed-wing Search And Rescue (SAR) aircraft are immediately needed to sustain the Air Force in its current operations. As a result, appropriate fixed-wing SAR airlift is now being sought to replace the ageing CC-115 Buffalo and CC-130 Hercules currently used in its role.

SAR is about saving lives. While Canadian Forces SAR teams are among the best trained in the world, they also need the proper capabilities provided by a fixed-wing SAR aircraft to help them accomplish the tasks at hand. Canada is the second largest country in the world and has the longest coastline of any nation. The new fixed-wing SAR aircraft will continue to ensure that the CF is capable of providing an effective and timely response to people in distress. The companies anticipated to bid for DND's SAR contract include:

- 1) Alenia, L3 Communications., Lockheed, and Rolls Royce's C-27J Spartan;
- 2) EADS-CASA's C-295; and
- 3) Bombardier's DASH 8.





Joint Unmanned Surveillance and Target Acquisition System

Work done by the Canadian Forces Experimentation Centre (CFEC) over the past four years has demonstrated the potential benefits of Unmanned Aerial Vehicles (UAVs). The ability to retrieve and distribute timely information and deliver weapons for an operation in such a safe way is invaluable in a combat zone.

These small, camera and sensor equipped remotely piloted aircraft are capable of being employed for intelligence gathering, reconnaissance, surveillance, and target-designation — becoming eyes in the sky for commanders on the ground.

“UAVs have certainly proven their utility in Afghanistan. This has produced a growing appetite within DND for this new operational capability,” says LCol Wade Williams, from the Directorate of Aerospace Requirements section responsible for UAVs.

Although radio-controlled aircraft — also known as drones — have existed since World War II, advances over the last decade have turned them into more valuable battlefield

assets. With the ability to fly for more than 30 hours consecutively and cover more ground than traditional manned aircraft at a lower risk, UAVs are seen as the aircraft of the future in hostile environments—although in some non-combat zones UAVs haven’t been as effective as manned aircraft. There are presently no in-service maritime surveillance UAV systems and any Arctic surveillance is entirely conceptual at this time.

“There are some roles currently performed by manned platforms that can not be performed by UAVs,” says LCol Williams. “Canada’s surveillance requirements will need the right balance of manned aircraft, unmanned aircraft (UAVs) and other strategic sensors.”



A Sperwer UAV descends within the vicinity of Kandahar Airfield after a mission early July 2006. Photo: Cpl Bottrill, DND



LCol ‘Fig’ Newton inspects a medium-altitude, long-endurance UAV that will conduct Intelligence Surveillance Reconnaissance. Photo: Cpl Bottrill, DND

The Air Force is now focused on three classes of UAVs:

- 1) High Altitude Long Endurance (HALE) like the Global Hawk;
- 2) Medium Altitude Long Endurance (MALE) like the Predator;
- 3) Tactical UAVs (TUAV) like the Sperwer.

Canadian Forces currently employ the CU-161 Sperwer TUAV in Afghanistan. This tactical UAV provides real-time video imagery — day or night — back to a ground control station. The TUAV is launched from a vehicle and recovery of the aircraft is achieved by cutting the engine, followed by deployment of a built-in parachute and airbags to cushion the landing.

Approximately 60 Air Force personnel, drawn mainly from Edmonton’s 408 Tactical Helicopter Squadron, support this task in close cooperation with the Army.

The personnel of Task Force Afghanistan will also be operating a much smaller “Mini-UAV”, called the Skylark, in the near future. This unit weighs less than five kilos and fits in a backpack when disassembled.

To study the potential and the CF’s need for UAV’s, the Joint UAV Surveillance and Target Acquisition System (JUSTAS) has been established. JUSTAS is a \$500-million project to acquire a long-range UAV system to support domestic and international operations.

“The final decision on the correct mix of UAV classes for Canada will be based on a careful analysis of both requirements and available resources,” says LCol Williams. “Caution should be exercised when declaring UAVs as a cheap alternative to manned platforms. As with manned systems, the cost of a particular class of UAV is directly proportional to capability, size, complexity as well as the required support infrastructure”.





PEOPLE



CF-18 pilot Maj Jean-Marc Brzezinski shows MP Blaine Calkins the cockpit of a CF-18 fighter jet as MP Robert Thibault observes. Photo: DND

MPs Visit Winnipeg and Cold Lake

This summer, two Members of Parliament (MP) were deployed to Cold Lake Alberta — voluntarily — where they experienced a few days in the life of the Air Force as part of the Canadian Forces Parliamentary Program (CFPP).

The CFPP provides both Senators and MPs

with a better understanding of Canadian defence and security matters, allowing them to participate more fully in related parliamentary discussions and debates.

The goal of the CFPP is to enhance awareness of the roles, responsibilities, contributions, issues and challenges of the military by giving parliamentarians first hand experience of life in the Canadian Forces.

This summer, the Honourable Robert Thibault, Liberal MP for West Nova, Nova Scotia, had the adventure of living with the Air Force and participating in the CFPP. Here's what he had to say about the experience:

"For three days I lived the life of a member of the Air Force: I slept in their tents, watched the hockey game with them, and ate with them in their mess halls. I even had my own uniform!

This was a once in a lifetime experience to see our troops in action and to appreciate first-hand the sacrifices that these men and women make every day in service to our country.

I started my trip in Manitoba where I toured our NORAD Headquarters and Air Operations Centre. On my first day, I received official briefings on Canada's roles and responsibilities in NORAD and toured the facilities.

From there, I travelled to 4 Wing Cold Lake where our troops were participating in the Maple Flag exercises. Maple Flag is an annual 6-week international air combat exercise and this year more than 5,000 military personnel participated.

After full briefings...I observed our troops as they simulated a 10-day air campaign...

Every day I was impressed by the dedication and professionalism of the men and women who make up the Armed Forces...

As I spent time in Winnipeg and Cold Lake, I was reminded of the tremendous responsibility that I hold as a Member of Parliament. This session alone I have participated in two debates on our role in Afghanistan and I have voted in favour of extending our diplomatic and military commitments to the region for an additional two years.

The decision to send our troops into danger is never easy and it is a responsibility that I take very seriously. Our military and government personnel stationed overseas put their lives at risk every day in service to their country. They have my admiration, my respect, and my deep appreciation.

My experience with the Air Force is one that I will never forget."

Mr. Blain Calkins, Conservative MP for Wetaskiwin, Alberta, also signed up for the program, and as he tells, his experience was just as fulfilling:

"The trip to CFB Cold Lake on a Hercules transport that was equipped for SAR operations was very enlightening. The capabilities of the search and rescue technicians on board were also impressive.

Prior to landing at CFB Cold Lake, our Hercules was intercepted by two CF-18 Hornet fighters. The exercise was designed to demonstrate how fighter planes intercept and communicate with an unresponsive aircraft. Flares were fired and communication signals were used to try to convince the Hercules pilot to change course. The CF-18s demonstrated maneuverability with barrel rolls and fly-pasts of the Hercules aircraft...

There were many other aspects of the trip that are worthy of note, but the key point is that the best way to learn about the Canadian Forces is to put on a pair of combat boots and spend a few days with the members of the CF in their own environment. I recommend that all Parliamentarians partake in this program...

I applaud all members of the CF who work diligently to keep our country strong and free."

Due to a high level of interest, another familiarization visit took place in September, involving eight more parliamentarians who have demonstrated a desire to learn more about the Air Force.





The Strength of the Air Force Association of Canada

The Air Force Association of Canada (AFAC) just finished yet another annual general meeting — a tradition that very evidently keeps making the association bigger, better and stronger each year.

For decades, AFAC has remained the strongest supporter of a well-equipped Canadian Air Force, and it never stops reminding the Canadian public or the Canadian government of its country's important aeronautical tradition and history. One way that it does this is with the Aviation Affairs Committee within the AFAC, which provides a forum to address the important Air Force issues of the day—from collecting inputs, researching concerns, refining its positions, and proposing what actions to take.

Another reason why AFAC has been so successful over the years in backing Canada's Air Force, is its great ability to communicate. Air Force Contact Officers are people who maintain effective, relative and accurate communication between the Association and the Air Force. They provide this information in the form of relevant articles and promotional material that inform AFAC members of current issues and events affecting the Air Force.

Each AFAC Wing has a Contact Officer who liaises with an AFAC Wing Commander on issues that concern the Air Force. A Senior Group Contact Officer is appointed at the Group level and represents a group of Wing Contact Officers from a specific region — this person liaises with the Senior Contact Officer representing the Chief of the Air Staff.

"A Wing Contact Officer is the liaison between the local AFAC Wing and Canada's Air Force," says Col (Ret'd) Don McLeod, a former Senior Contact Officer as well as past national president. His son LCol Don McLeod, a serving Reservist, has followed in his father's footsteps and is now a Senior Contact Officer for the Atlantic region.

"The main objective for a Wing Contact Officer is to enable the AFAC to promote a strong, well-equipped Air Force and maintain an Air Force relationship with AFAC members," says Col (Ret'd) McLeod.

Part of a Wing Contact Officer's responsibility is to provide their Wing with information that is timely, relevant and factual — without a Wing Contact Officer there is no way of knowing if information obtained through mainstream media is accurate.

CWO Ralph Murphy, also a Contact Officer for 102 Wing Truro, understands the responsibility of Contact Officers well, but he appreciates having the job.

"I've been kicking around the Air Force for 37 years and it's a big part of my life," says CWO Murphy. "I like doing this job, I get to put on my blue uniform and the people at the Wing like to see us. I feel a sense of pride there and I

feel appreciated for what I'm doing. It's a nice responsibility to have, I teach Air Force goals and values, I preserve history and heritage and teach newer members — and I like talking with the vets. I also do things like collect base papers so the Wing members can know about the activities of an operational base, set up Battle of Britain flypasts, attend meetings — whatever keeps me out of trouble! It's not time consuming and I consider it more of a hobby I enjoy than a job. I feel I make a difference and I'll always do it."

"I feel a sense of pride there and I feel appreciated for what I'm doing. It's a nice responsibility to have..."

McLeod says AFAC is always looking for Contact Officers.

"Good candidates are people who may be retiring from the Air Force soon or just someone with an affinity for the Air Force relationship. I can tell you that it can be a very rewarding experience — it's not just a Joe job, it's a very meaningful responsibility."

Canada's Air Force today certainly benefits from the AFAC's existence and is proud to have established and maintained such a significant relationship with it over the years. For decades, AFAC has remained the strongest supporter of a well-equipped Canadian Air Force, and it never stops reminding the Canadian public or the Canadian government of its country's important aeronautical tradition and history. In addition to this, the Aviation Affairs Committee within the AFAC provides a forum to address the important Air Force issues of the day — collecting inputs, researching concerns, refining its positions, and proposing what actions it recommends the Government should take. The loyalty and hard work of the men and women of the AFAC is truly appreciated by the Air Force, which is stronger because of it.

For more information about AFAC visit www.airforce.ca



CWO Ralph Murphy, is a Contact Officer for 102 Wing Truro. Photo: DND



MCpl Leal Receiving the CDS Commendation from Vice-Chief of the Defence Staff LGen Walt Natynczyk, for rescuing a woman from a burning car. Photo: DND

Fiery Rescue Saves a Life

A member of the Air Force received a Chief of Defence Staff (CDS) commendation recently for action above the call of duty. On the morning of March 13, 2005, Master-Corporal (MCpl) Leal saved the life of a woman trapped in a vehicle that

she had lost control of, which flipped over, and burst into flames.

"Observing the situation from his home Cpl Leal, without the aid of fire retardant clothing and armed with a small CO2 fire extinguisher, proceeded to the scene of the accident," reads MCpl Leal's citation. "Aware of the dangers associated with a

a burning automobile but determined to rescue the victim, Cpl Leal used his fire extinguisher in an attempt to prevent the fire from spreading. Unable to put out the flames with his small extinguisher and with the fire and smoke quickly spreading to the interior of the car, Cpl Leal broke the rear window of the vehicle and extracted the victim."

The citation ends with the following phrase: "In the face of a hazardous situation, Cpl Leal went above the call of duty to save someone's life. His outstanding actions brought credit to himself and the Canadian Forces."

Receiving the CDS Commendation raises mixed feelings, says the Aviation Technician who has been in the Canadian Forces for 24 years. "I feel proud be recognized for what I did - but I also feel a little embarrassed at being called a 'hero'," says MCpl Leal. "It's praise for something which came without too much thought since I reacted as I've been trained to react. I am extremely glad that I've had the training to deal with emergencies, especially fire."



In Memorium – "That Others May Live"

Early morning on July 13th, 2006, three Air Force members perished and four were injured when a Canadian Forces Search and Rescue (SAR) helicopter based at 14 Wing Greenwood crashed into the ocean during a routine SAR training exercise off Canso, Nova Scotia.

The CH-149 Cormorant helicopter went down in the middle of the night, at about 12:30 a.m. Atlantic Time, during a conventional hoist exercise with a small crab fishing vessel, the "Four Sisters – No.1," a member of the Canadian Coast Guard Auxiliary. The exercise was a common training manoeuvre – a helicopter hovers above a ship or water as someone is lowered by hoist to conduct a rescue – but something went wrong.

Sgt. Duane Brazil, 39, a Flight Engineer from Gander, Newfoundland, MCpl Kirk Noel, 33, a SAR Technician from St. Anthony, Newfoundland, and Cpl Trevor McDavid, 31, a Flight Engineer from Sudbury, Ontario, died in the crash. At a memorial service, the men were remembered as "modest, everyday heroes".

"They were members of Canada's Air Force and their job was to help save lives even when it meant putting their own at risk," says Chief of the Air Staff LGen Steve Lucas. "Day in and day out, they selflessly trained for the moments where they would, without hesitation, take measured risks as they helped persons in dire need... I am proud to have had these fine young men under my command. As a fellow airman, I am grateful to have search and rescue team members as part of the Air Force family."

Other crew members, Capt Ron Bush and Sgt Marty Maloney, sustained serious but non life-threatening injuries. Capt Gabriel Ringuette and Maj Gordon Ireland also sustained minor injuries. All survivors were picked up by the "Four Sisters – No.1", and brought to safety.

The downed helicopter was recovered to 12 Wing Shearwater, Nova Scotia. A Flight Safety Investigation team from the Directorate of Flight Safety (DFS) is investigating the accident. Following a very short operational pause, the Cormorants and their crews were in back in the air, rescuing Canadians on land and at sea.



CH-149 Cormorant as used in Search and Rescue. Photo: DND



OPERATIONS

Current Operations

Thousands of Canadian Forces personnel are currently deployed on international missions in support of national security objectives. On any given day about 8,000 CF members are preparing for, engaged in or returning from overseas missions.

Since 1947, the CF has completed 72 international operations—not including current operations or any domestic ones here at home in Canada. Here is a list of where the men and women of Canada's Air Force are deployed as of October 2006:

Major Andy 'Cookie' Cook, Aircraft Commander of a 436 Squadron Canadian CC-130 Hercules, gives a "thumbs up" minutes before take-off from Kandahar Airfield in Afghanistan. Members of the Air Force have been flying in Afghanistan since Canadian Forces first began operations there in 2002.

Photo: Cpl Bottrill, DND



Current Operations

OPÉRATION	LOCATION	DEPLOYED	INFORMATION
Alert	Ellesmere Island	39	Canadian Forces providing communications support.
Augural	Sudan	2	Canadian Forces are providing expertise in the military planning process for an African Union led military operation in the Darfur region of Sudan.
Calumet	Sinai	15	Operation Calumet is Canada's contribution to the Multinational Force and Observers, the non-UN peacekeeping mission established to monitor compliance by Israel and Egypt with the historic Camp David Accords.
Hamlet	Haiti	2	Canadian Forces help bring stability to the country.
Safari	Sudan	1	Canadian Forces perform functions relating to humanitarian assistance, protection and promotion of human rights.
Sculpture	Sierra Leone	1	This operation is Canada's military contribution to this British-led international military advisory and training initiative in Sierra Leone.
Sextant	Germany	19	For the next year, Canadian Forces are responsible for commanding the Standing NATO Maritime Group here, consisting of destroyers and frigates from the alliance nations.
Task Force Afghanistan	Afghanistan	263	Present in Kandahar, Kabul, and other areas of the country CF members conduct foot patrols, surveillance, provide key military presence and capability, intelligence and situational awareness.
TOTAL		342	



First-Ever Air Expeditionary Camp

The first ever Air Expeditionary camp to provide logistical support to an Air Expeditionary Unit under the Air Force Support Capability concept has now been established.

On 5 May 2006, 17 Mission Support Squadron (MSS) deployed to Camp Medley in Cold Lake, Alberta, as part of a proof of concept exercise to provide logistical support to an Air Expeditionary Unit.

This test of the Air Force Support Capability concept was conducted as part of Exercise Maple Flag when 17 MSS provided support to Edmonton-based 408 Tactical Helicopter Squadron. The deployment began with a 13-person reconnaissance party which departed aboard CC-130 Hercules Transport Aircraft provided by Trenton-based 436 Squadron.

On arrival at Camp Medley, a headquarters complex, mess facilities and tenting to bed down personnel was erected within 48-hours.

Six days later, the building of Camp Medley was complete and the MSS was positioned to receive 408 Tactical Helicopter Squadron. The camp prepared for the influx of personnel that would more than double its population to 230. The new arrivals were extremely pleased with the organization of the camp and accommodations provided.

17 MSS is the first of six units that will be formed at bases across the country as part of the Air Force's expeditionary vision to be ready to deploy anywhere in the world at a moment's notice. Instead of selecting CF personnel from the

various bases across Canada to be cobbled together in theatre, new MSS units will train together and deploy together to function more efficiently. Training involves weapons, mine awareness, First Aid, chemical, biological, radiological and nuclear procedures, communications, land navigation, peace operations, etc.



Members of 1 Air Movements Sqn load 17 MSS Recce Party vehicles on a 436 Sqn CC-130 Hercules aircraft. Photo: DND

The exercise in establishing Camp Medley was designed to be pro-active training for 17 Wing MSS, which has now deployed to Camp Mirage in South-West Asia to support Canadian Forces operations in the region.

Camp Mirage is currently home to over 250 Canadian Forces and CC-130 Hercules transport aircraft. The hard-working CC-130s and their personnel have flown 3,500 sorties from Camp Mirage to Afghanistan and back, and moved more than 13.6 million kilos of freight to support the Canadians deployed in Afghanistan. The Afghanistan mission to improve the security situation and prevent it from relapsing into a failed state that gives terrorist organizations a safe haven, is a long-term mission. The men and women of the Air Force who operate out of Camp Mirage play a vital role in this mission.



Troops embark a CC-150 Polaris Airbus en-route to Cyprus to help evacuate stranded Canadians in Lebanon last July. Photo: Cpl Jean-Francois Neron, DND

Canadian Air Support in Lebanon

The Canadian Forces were called up mid-July to help evacuate Canadians caught in the crossfire of the Hezbollah / Israeli war in Lebanon. The Air Force played a critical role, not only in transporting CF personnel into Cyprus to assist with the evacuation, but flying many Canadians back to Canada.

"I'm really proud of our achievement," says Col Bill Veenhof. "It was a Foreign Affairs Canada effort to move Canadian evacuees out of Cyprus and Turkey, and it all started with the Prime Minister's aircraft, which did it first and led the way. We flew another four flights into Cyprus and Turkey to pick up Canadians. Over 150 CF members flew out of Trenton, Ontario, towards Lebanon to help with the evacuation.

The sight of a Canadian military uniform was said to be exceedingly comforting to the departing Canadians who were among dangerous circumstances during the latest Middle East crisis breakout.

"It was a logistical nightmare but when we step back now it looked smooth," says Col Veenhof. "437 Transport Squadron and the CC-150 Polaris made it possible. Everyone involved made the extraordinary look ordinary. Thanks to the tools we had, what we accomplished was amazing."

This is the largest scale evacuation of Canadians in history—and a successful one at that.





Air Drop in Afghanistan

For the first time since the Korean War, the Canadian Forces parachuted supplies to support combat troops — including ammunition, food, and water in Afghanistan, on July 14, 2006. It was a historical event.

"It's an incredible feeling to operationally do something you train for all the time, and knowing that it's benefiting the troops," said Capt. Aidan Costelloe of 436 Squadron, 8 Wing, among the 13 people conducting the air-drop.

The air-drop was targeted for the 10,000 Afghan and coalition forces deep in the southern provinces of Afghanistan—Helmand, Zabul, Oruzgan and Kandahar during Operation Mountain Thrust, a mission to prevent insurgents from disrupting the establishment of a secure environment. This mission demonstrated how air power is increasingly becoming a pivotal part of operational success in Afghanistan.

Each CC-130 Hercules flight can carry and drop up to 14,500 kilograms of material that can be parachuted to troops on the ground. While Canada hasn't used air drops to supply combat troops since the Korean War, the Canadian Forces did conduct humanitarian-assistance drops in northern Iraq in 1991 at the end of the first Gulf War.



Supplies roll to the back of the ramp of a Canadian Forces CC-130 Hercules aircraft over an undisclosed location in Afghanistan during a re-supply of coalition forces undergoing combat operations in July 2006.
Photo: Cpl Robert Bottrill, DND



Snowbirds Recognized in House of Commons

As ambassadors for the Canadian Forces and for Canada, the Snowbirds were invited to attend Question Period in the House of Commons and meet Prime Minister Stephen Harper.

Mr. Dave Batters, Member of Parliament for Palliser, Alberta—the Snowbirds' riding—spoke about the aerobatic team's mission and history of excellence before the Speaker of the House introduced them to the House of Commons.



"The Snowbirds are a national icon second to none. For 35 years they have symbolized excellence in our armed forces," said Mr. Batters. "As ambassadors for Canada around the world, their skill and precision flying exemplifies the best in Canadian aviation."

Maj Ian McLean, "Snowbird 1" and Commanding Officer of 431 Squadron, speaking on behalf of the Snowbirds, said that it was their honour to represent the Canadian Forces and meet Canadians coast to coast.

Prime Minister Stephen Harper shook hands with team members of the Snowbirds in the House of Commons June 14, when they presented him with a memento of their visit to Parliament Hill.

Photo: Jason Ransom, PMO

Once introduced, the Snowbirds received two standing ovations by the Members of the House and were met by Prime Minister Harper, who shook hands with each team member and affirmed the importance of the team as ambassadors for the Canadian Forces.

"I am very proud of the Snowbirds and value their important role as ambassadors for the men and women in Canada's military who are making a difference around the world," said the Commander of Air Command and Chief of the Air Staff Lieutenant-General Steve Lucas.

While in Ottawa, the Snowbirds also visited several schools, the Children's Hospital of Eastern Ontario, and participated in the Ottawa International Air Show—among the 64 air shows in 41 locations it will perform in 2006.



More information at the Air Force website! Be sure to visit daily www.airforce.forces.gc.ca to stay up-to-date with things that are happening in the Air Force.

