



February 2007, Vol. 5, No. 1

AIR FORCE Crew Brief

Transformation



Mission Support Squadrons ■ p.4
A New Aerospace Doctrine ■ p.5

Equipment & Capabilities



Signature of Strategic Airlift Contract ■ p.5
CF Medium-to Heavy-Lift Helicopter Project ■ p.7
Phase Three of Joint Strike Fighter ■ p.7

Operations



CP-140 Aurora Operations ■ p.9
Expanding the Role for Canada's Maritime Helicopters ■ p.10

People



Air Force Members in Afghanistan ■ p.11
Member Profiles ■ p.12
Senior Promotions & Appointments ■ p.13



Message from the Chief of the Air Staff

Challenge, Change, Reinvestment: Canada's Air Force in 2007

As we begin another year, I look forward to the many opportunities that lie before Canada's Air Force in 2007. It is with optimism that I acknowledge that there will be many challenges for our men and women in the upcoming year. We will continue to maintain a high "op tempo" serving Canada, both here at home and around the world. At the same time, we continue to undergo change, unprecedented in recent years, as we transition into a relevant and effective aerospace force to meet Canada's security needs of the 21st century. But we have seen such promise of reinvestment that the future looks bright for the Air Force and those who choose to follow a career in 'light blue'.

As the Air Force continues to transform into a capability based, expeditionary force, we will see more opportunities open up for men and women who are adaptable and able to take advantage of the new and exciting career prospects on the horizon. The more expeditionary nature of our future Air Force will permit it to seamlessly integrate into deployed Canadian Forces operations, both anywhere in Canada and throughout the world.

Recently, I had the opportunity to witness a milestone on the Air Force's path towards becoming an expeditionary organization. In December, I met with the members of 17 Mission Support Squadron (17 MSS) in Camp Mirage. The first of a number of expeditionary units being formed within the Air Force, 17 MSS was just completing a six-month tour of duty as part of the Theatre Support Element, supporting and participating in the Canadian Forces operation in Afghanistan. Before it returned to its home base at 17 Wing Winnipeg, it was replaced by 14 MSS from 14 Wing Greenwood, which is now part of the Air Force's contribution to the Canada's Joint Task Force Afghanistan. This event marked the attainment



LGen Steve Lucas in the cockpit of a CC-130 Hercules transport aircraft en route to Afghanistan in December 2006.

Photo: Col John Blakeley

of "Full Operational Capability" of a unit that had only been a concept a couple of years ago. Lessons learned from this operation will be incorporated into our planning as we move further towards becoming an expeditionary Air Force. In the future, the MSS, along with Operational Support Squadrons (OSS) and Tactically Self-Sufficient Units (TSSU) will form Air Expeditionary Wings.

While in Afghanistan, I had the opportunity to see many of the men and women of the Air Force throughout the area of operations. Canadians can be proud of the accomplishments they are making on behalf of Canada.

Air Force personnel have been making a tremendous contribution to the Canadian Forces operations in Afghanistan since Canada first became engaged in the region over five years ago. Today, you can find Air Force personnel

continued on page 2... ►



...continued from cover page

almost everywhere you turn throughout the theatre of operations: at the Theatre Support Element, largely run by the Air Force; with the Joint Task Force in Kandahar – both on the airfield or “outside the wire” at the Forward Operating Bases; and elsewhere throughout Afghanistan. Many of them are working side by side with their colleagues from the army; some in fully integrated units.



Photo: LCol John Blakeley

Capt Martin Walsh, an air navigator from 435 Sqn based in Winnipeg, briefs LGen Steve Lucas in the navigator station of a CC-130 Hercules transport aircraft en route to Afghanistan.

The Air Force participates in the operation in three main ways:

It maintains the strategic air bridge from Canada, moving tonnes of equipment and thousands of personnel into and out of Afghanistan. This is the life-line of the operation, without which it could not succeed.

The Air Force provides tactical airlift to NATO allies throughout Afghanistan, using the CC-130 Hercules aircraft based out of Kandahar Airfield. It also operates the tactical unmanned aerial vehicles (UAVs) as part of an integrated Air Force-Army unit, providing the critical surveillance, intelligence and reconnaissance needed to minimize risk to Canadian soldiers.

And, individual Air Force personnel are employed throughout Afghanistan. Some are embedded in organizations, such as the Canadian Strategic Advisory Team, which provides advice to Afghan Government ministries. Others are employed in various staff positions, from the highest NATO Headquarters in Kabul, to the tactical Canadian Battle Group Headquarters. Elsewhere, Air Force engineers work alongside their Army colleagues, constructing new buildings for Canadians at Kandahar Airfield and braving enemy fire to fortify the forward operating bases. Officers and technicians from numerous other “light blue” occupations are represented in a variety of jobs throughout Joint Task Force Afghanistan, contributing to the success of the mission.

Closer to home, the Air Force is continuing to focus on Canada’s security needs. Day to day, we continue to maintain surveillance and control of the aerospace enveloping the second largest country in the world. We assist the Navy in monitoring the maritime approaches along the longest coastline in the world. And we respond to calls for assistance from Canadians in need, providing immediate assistance through our Search and Rescue squadrons. Our personnel are on duty around the clock, integrated into Canadian Forces operations, contributing to Canada’s economic, environmental and physical security in the post 9/11 world.

As the Canadian Forces adapts to changes to our national security needs, the Air Force is developing a strategy that will assist us to transition from a static-based force operating legacy equipment to a more mobile force employing modernized and new aircraft. Over the coming months and years, there will be many changes to the way Canada’s Air Force is structured and how it empowers the Canadian Forces vision.

In December, strategic planners concentrated on the myriad of challenges the Air Force will face as it acquires new aircraft and phases out old ways of doing business over the next few years. Emerging from their work, a new Air Force strategy will be developed over the upcoming months to guide the Air Force vision of becoming “an agile and combat-effective aerospace force with the reach and power essential to integrated CF operations at home and abroad.” This new strategy will align “Strategic Vectors,” published in 2004, with the CF strategy and put in place a plan that will translate strategic intent into the synchronized delivery of aerospace power for the Canadian Forces. This



Managing Editor:
Lieutenant-Colonel John Blakeley,
Director, Air Force Public Affairs

Editor:
Jennifer Pelley

Writer:
Jessica Simmins

CREW BRIEF is published on the authority of the Chief of the Air Staff, Lieutenant General Steve Lucas, Commander of Air Command. *Crew Brief* is available on-line at www.airforce.forces.gc.ca. Comments and feedback are welcome and should be sent directly to:

Air Force Public Affairs, National Defence Headquarters,
101 Colonel By Drive, 12NT, Ottawa, ON, K1A 0K2 or crewbrief@forces.gc.ca



plan will help guide our decisions over the upcoming months as we prepare the Canadian Forces for the new capabilities the new and modernized equipment will deliver.

We are confident we will be able to begin operating the C-17 Globemaster III strategic aircraft when the first one arrives in Trenton. Aircrew have been trained to operate the aircraft and are now gaining experience while flying with United States Air Force units. We still expect to receive the first of four C-17s later this summer.

We were happy to hear that an aircraft has been selected to replace the oldest of our CC-130 Hercules fleet. Discussions are taking place with Lockheed-Martin as the first step towards acquiring 17 C-130 J-model Hercules aircraft to meet Canada's tactical airlift needs.



Photo: LCol John Blakeley

LGen Steve Lucas, shown here with Ann Rohmer of City TV in Toronto, met with media in January 2007 to talk about the Air Force's role in Afghanistan.

As negotiations continue with Boeing for the acquisition of the Chinook helicopter, the project team is focusing on the total capability this aircraft will provide, and on issues such as infrastructure, logistic support and training. The Chinook helicopters will be based in both Petawawa, Ont. and Edmonton, Alta., making them available for employment throughout the country.

We are still working towards acquiring a fixed-Wing Search and Rescue (FWSAR) aircraft for which there is a well-established and well-documented requirement. The statement of requirements is currently being staffed through the Department of National Defence and we hope this project will be advanced soon.

We are also planning for the integration of unmanned aerial vehicles (UAVs) into our future Air Force. We would like to see Canada acquire the intelligence, surveillance and reconnaissance capability which UAVs would deliver, in time to employ it for the 2010 Olympics in Vancouver.

As we work towards acquiring these new aircraft, we are also working to enhance our relations with other like-minded countries that are using the same equipment. In January, I had an opportunity to participate in the quadripartite Williamsburg Talks, held in Williamsburg, Virginia. This was the first meeting of the Air Chiefs of Canada, the United States, Australia and the United Kingdom since the Second World War. Through our discussions we learned that we all face similar challenges and are finding ways in which to strengthen our relationships. We will continue to share information and provide assistance to each other as we begin to work even more closely with our similar fleets of aircraft in the future.

This is an exciting time to be commanding Canada's Air Force. With many of Canada's best men and women in our ranks, we are well-positioned to continue through our transition towards a more effective and relevant aerospace force for Canada's security needs.



“...a new Air Force strategy will be developed over the upcoming months to guide the Air Force vision of becoming “an agile and combat-effective aerospace force with the reach and power essential to integrated CF operations at home and abroad.”



TRANSFORMATION

Mission Support Squadrons: Moving Towards an Expeditionary Air Force

The return of the first Canadian Mission Support Squadron (MSS) from Camp Mirage in December 2006 marks a milestone in the move to an expeditionary Air Force.

The successful completion of 17 Wing Winnipeg's MSS first operational tour signifies the achievement of full operational capability for the program to deploy formed support units to Canadian Forces (CF) operations.

The Squadron provided logistical support to CF operations in Afghanistan and in the Arabian Gulf region from the Theatre Support Element at Camp Mirage.

The MSS members train and deploy together, rather than arriving in-theatre individually from bases and wings across Canada. These pre-formed units are comprised of people from between 15-20 different support trades that can deploy on short notice, for up to six months at a time. For longer operations, as one team returns, another team is ready to take over.

"The idea of deploying a fully self-sustaining support unit from Canada to a theatre of operations is a completely new concept for the Air Force and we have been very impressed with the effectiveness and efficiency of the MSS," stated Lieutenant-Colonel Rob Coulthard, Commanding Officer of the Theatre Support Element until December 2006.

Six Mission Support Squadrons were created as part of the Air Force Support Capability concept. These responsive, self-sustaining, expeditionary forces will be able to deploy quickly to temporary locations across the world. They will be capable of operating in the most rigorous environments where little or no facilities exist, while supporting CF operations.

The following Mission Support Squadrons (MSS) are maintained in a managed readiness posture

- 1) 17 MSS Winnipeg
- 2) 14 MSS Greenwood
- 3) 8 MSS Trenton
- 4) 4 MSS Cold Lake
- 5) 19 MSS Comox
- 6) 3 MSS Bagotville



Photo: Capt Dion Spencer

Members from 17 Wing Winnipeg's MSS process troops from the Petawawa Battle Group for forward movement to Kandahar during the Replacement in Place (RiP) operation at Camp Mirage in August 2006.

From June to December 2006, 17 MSS's main responsibility was to ensure smooth operations at Camp Mirage: they kept the lights on, the utilities working, and the kitchen running. They issued weapons and equipment, marshalled troops in and out of camp, oriented new arrivals and, "issued water...lots and lots of water," among other tasks, says officer in command (OC) of 17 Wing MSS, Major Stéphane Parent.

"This past roto has been the busiest ever," says Maj Parent, in terms of the tonnage of cargo and the number of passengers processed. Working long hours in extreme heat, MSS members provided manpower during the Replacement in Place (RiP) operation in August. "Everybody on Camp was involved with this operation," says Maj Parent. New troops would arrive every second day, and were forwarded with their equipment to Kandahar within 24 hours. In total, they processed approximately 4,200 passengers.

"The whole Squadron pulled through; together we really demonstrated our professionalism, and our maturity as a unit really helped," said Maj Parent.

He unequivocally attributes the success of the Squadron to their preparation and training as a group while in Canada. "It provides a high calibre of service to a mission when you show up as a cohesive unit," he says. "The unity of the arriving MSS was very apparent during the first week of the handover, they were all set to take charge."

The first of six such expeditionary Squadrons, 17 MSS was replaced by 14 Wing Greenwood's MSS in December 2006.






A New Aerospace Doctrine for the Air Force

A new aerospace doctrine has been written for the Canadian Forces (CF) and will be published and distributed in the near future.

The new doctrine will provide a framework for aerospace concepts, which guide operations in the new security environment. It recognizes that the Air Force is being transformed from a primarily static, platform-focused organization to one that is expeditionary, network-enabled and results-focused.

“The new Aerospace Doctrine will provide the intellectual framework that will guide the application of aerospace power in

the multi-dimensional and dispersed future situations that will define the emerging security environment,” explains Col James Cottingham, Canadian Forces Aerospace Warfare Centre (CFAWC) Commanding Officer. “Defined by the functions of Sense, Shape, Move, Sustain and Command, this doctrine,” he adds, “will provide Air Force personnel the tools to better plan operations and maximize our performance in any environment, anywhere in the world.”

Developed by the CFAWC Concepts and Doctrine development team, the new CF Aerospace Doctrine articulates and provides content to the Air Force’s vision of the future and our strategic plans to meet the domestic and international challenges of a new century. The new CF Aerospace Doctrine will be distributed over the next two months. 

EQUIPMENT & CAPABILITIES

Government, Boeing, Sign Strategic Airlift Contract

On February 2, 2007, the Government of Canada announced The Boeing Company has been awarded the contract to supply four strategic airlift aircraft to the Canadian Forces.

“These new aircraft will have an immediate impact on how we can support operations,” says Lieutenant-General Steve Lucas, Chief of the Air Staff. “Not only will this increase our capacity, strategic lift is the best and most efficient way to cover vast distances as it reduces the number of crews and stopovers required, and it will also alleviate the workload for our tactical Hercules fleet during a critical period.”

Strategic airlift will provide a rapid, reliable and flexible capability to move heavy equipment quickly over long distances in response to domestic emergencies and international crises. Among other tasks, these aircraft will enable the Canadian Forces (CF) Disaster Assistance Response Team (DART) to deploy more troops and equipment at a faster rate in the event of such crises.



Artist's conception of a Canadian C-17 Globemaster III flying over Ottawa.

Photo: Boeing




Members from Canada's initial cadre of C-17 aircrew at Altus Air Force Base, Oklahoma, December 2006.

Photo: USAF

Six CF pilots, along with six Traffic Technicians, specialized as Loadmasters, are already qualified to operate the C-17 Globemaster III strategic airlifter.

They have been training with the US Air Force (USAF) at Altus Air Force Base in Oklahoma since September 2006. Following graduation, they will be embedded in USAF units at McChord Air Force Base in Washington State to gain further experience.

Two additional CF pilots, who have previously flown on the C-17 as exchange officers with the USAF, will re-qualify on the aircraft starting in January 2007.

These fourteen members of Canada's Air Force will form our initial C-17 cadre, based at 8 Wing Trenton, Ont. They will be ready to begin flying the strategic airlifter in support of the CF as soon as the new aircraft are delivered to Canada. 



Discussions Underway with Lockheed Martin for C-130 J Model Aircraft

In November 2006, Public Works and Government Services Canada (PWGSC) identified Lockheed Martin as the successful respondent to the formal Solicitation of Interest and Qualification (SOIQ) process, initiated last summer to identify a new tactical airlift platform for Canada's Air Force.

The SOIQ process determined that the C-130 J Hercules was the only competitor to satisfy the High Level Mandatory Capabilities detailed in the Statement of Operational Requirements (SOR). Discussions are now underway between Public Works and Lockheed Martin to acquire 17 aircraft to replace the oldest of Canada's CC-130 Hercules fleet. It is expected that a contract will be awarded in 2007 and that the first of the new tactical airlift aircraft will arrive in 2010.


The Government signalled its commitment to replace Canada's tactical airlift capabilities in June 2006, as part of its "Canada First" procurement announcements. The current Hercules fleet is approaching the end of its operational life and, as older aircraft are retired, shall soon be unable to meet the Canadian Force's tactical airlift demands. 



Photo: Lockheed Martin

Lockheed Martin's C-130 J Model have been identified to replace Canada's CC-130 Hercules tactical aircraft fleet.

Airlift Capability Project – Tactical: HIGH LEVEL MANDATORY CAPABILITIES

Range and Payload: Sufficient range (4,630 kilometres/2,500 nautical miles) and payload capacity (8,165 kilograms/18,000 pounds) to support domestic and international deployed operations

Speed: Minimum acceptable en route cruise speed that meets or exceeds that of the current CF tactical transport aircraft, which is required to ensure the aircraft can quickly reach deployed troops and Canadians in distress

Global Remote Operations: Take-off and landing from unpaved, short runways (914 metres/3,000 feet) by 27 metres/90 feet)

Cargo Compartment: Adequate cargo compartment size to transport wheeled and NATO standard palletized equipment that is currently transportable with existing CF tactical transport aircraft. As well, it must have the ability to load and unload palletized cargo at austere operating locations without the use of specialized loading equipment

Manoeuvrability: Allows tactical flight profiles at low-level altitudes (61 metres/200 feet) in a threat environment

Aircraft Certification: Aircraft must be certified to aviation certification standards recognized by Canada by the contract award date

Fleet Size: Minimum fleet of 17 new TAT WS aircraft, sufficient to provide requisite tactical airlift, maintenance, test and evaluation and training, and to provide the flexibility to support three lines of operations simultaneously

Delivery: Delivery date of first aircraft to be no later than 36 months after contract award and final aircraft delivery no later than 60 months after contract award



Update: CF Medium-to Heavy-Lift Helicopter Project

Last summer, the Government of Canada announced its intention to acquire a fleet of 16 Chinook helicopters for the Canadian Forces (CF). Planning is taking place now in order that these new helicopters will provide the CF with the right capabilities as quickly as possible.

“Negotiations presently are underway between Boeing, the manufacturer of the Chinook, and the Government of Canada to finalize the contract proposal,” says Lieutenant-Colonel Marc Bigaouette, Air Force Project Director for the Medium-to-Heavy-Lift Helicopter project (MHLH). A contract award is expected in 2007, and planning is underway to receive the first aircraft in 2010.

According to LCol Bigaouette, the project team is focusing on the total capability this aircraft will provide and on issues such as infrastructure, logistic support and training.

CFB Petawawa, Ont. has been selected as a main operating base for the Chinook, where both operations and training will be conducted. Chinook helicopters will also be based at CFB Edmonton, Alta. from where they can support integrated CF training at the Canadian Manoeuvre Training Center (CMTC) in Wainwright, Alta.

With the helicopters based in these two regions of the country, the CF will be well-positioned to respond to national emergencies as well as provide support to operational commanders.

Planning is underway for Canada to train a number of aircrew before the first Chinook helicopter arrives, in order to begin using them as soon as possible. Efforts are also ongoing to establish exchange programs with countries that fly the Chinook, including the United States, the United Kingdom, the Netherlands and Australia.

The Chinook helicopter will help make the CF more relevant, responsive and effective. They will permit the CF to better respond to disaster situations and terrorist attacks, both at home and around the world. The Chinook is capable of moving a platoon of 30 fully equipped soldiers or transporting heavy loads in the areas the CF are most likely to conduct operations.

Canada Commits to Phase Three of Joint Strike Fighter

Canada confirmed its ongoing involvement in the multi-national Joint Strike Fighter Program at a signing ceremony at the Pentagon on December 11, 2006.

“Our continued participation in the Joint Strike Fighter Program affords Canada the unique opportunity to take advantage of the technological benefits and economic opportunities that come with that participation,” stated the Minister of National Defence, Gordon O'Connor.

A memorandum of understanding (MOU) was signed between Canada and the United States, outlining Canada's contribution to phase three of the fighter aircraft program: “Production, Sustainment and Follow-on Development” (PSFD). As a result, the Canadian aerospace and defence industry will have “access to up to \$8 billion (CDN) in industrial opportunities,” states a Department of National Defence news release.

The JSF Program is an international partnership, spearheaded by the United States, to develop an affordable, multi-role next generation stealth fighter aircraft. International participants actively contributing include the United States, the United Kingdom, Italy, Australia, Norway, Denmark, the Netherlands, Turkey and Canada.



United States Defense Secretary Gordon England and Canadian Assistant Deputy Minister of National Defence Ward Elcock sign the JSF Program MOU for phase three in Washington, December 11, 2006.

Photo: Pentagon Public Affairs

It is expected that approximately 3,000 F-35 fighter jets will be procured by the partner nations with an additional 2,000 jets anticipated to be produced for export sales to Air Forces of other allied countries. Upon its completion, the JSF production is expected to be the largest fighter aircraft program ever with an estimated program value in excess of \$276B USD.

continued on page 8... ►



...continued from page 7

Three versions of F-35, officially named the “Lightning II” in July 2006, are to be produced: conventional-takeoff-and-landing (CTOL), aircraft-carrier version (CV), and short-takeoff/vertical landing (STOVL).

Through the New Generation Fighter Capability project, the Chief of the Air Staff will examine a range of options including all three of the JSF variants. The CF-18s are scheduled for retirement in the 2017-2020 timeframe.

“An initial analysis completed in 2006 indicates that the JSF family would provide the best operational capability and the longest service life at the lowest cost,” said Colonel Burt, Director of Air Requirements. “Our involvement in this program will not only ensure the relevance in the air for the Canadian Forces over the next 30 years and more, it will also provide Canadian industry with access to state of the art technology and to a large worldwide market.”

Canada joined the project in 1997, during the “Concept Demonstration” (CD) phase, with a contribution of \$10M USD. Later, Canada contributed \$150M USD towards the “System Development Demonstration” (SDD) phase, which runs from 2002-2013. By the terms of the PSFD MOU, Canada is expected to commit over \$500M CDN to phase three of the program over the next 44 years.

Lockheed Martin, the prime contractor for the airframe, announced the first flight of the Lightning II on December 15, 2006. The flight was completed using a Pratt & Whitney engine; a second engine is under development by the General Electric and Rolls Royce engine team.



Photo: Lockheed Martin

The F-35 Lightning II lifted into the skies for the first time, completing its inaugural flight on December 15, 2006 in Fort Worth, Texas. Canada's aerospace and defence industry will have access to up to \$8 billion (CDN) in industrial opportunities as a result of Canada's participation in the Program.

CASE Project Establishes “Permanent” Simulation Network

The Canadian Advanced Synthetic Environment (CASE) has finished the third and final stage of its definition phase, with successful completion of virtual joint simulations “War-in-a-Box” (WIB) and “Griffon Mother Ship” (GMS). One of the outcomes is a permanent simulation network that can be used repeatedly, in follow-up exercises.



Photo: Claude Morin

David Stone, simulator instructor, flies the Air Combat Emulator, a CF-18 simulator from the Advanced Distributed Combat Training System at 4 Wing Cold Lake, Alta.

The network will host exercise Winged Warrior in the fall of 2007, and be will used by 10-15 pilots from 1 Wing to achieve their Advanced Tactical Aviation Course qualifications.

CASE is a capital project responsible for overseeing the creation and implementation of a synthetic environment for the Department of National Defence. It is sponsored and funded by the Chief of the Air Staff. Participants in the project include the Army, Navy, Defence R&D Canada and allied R&D partners. Canadian Forces transformation will result in increased demands for our land, maritime, air and special forces to operate more effectively together in joint integrated operations. A permanent simulation network, or synthetic environment, will provide the opportunity for joint testing and the joint development of techniques, tactics and procedures

Modelling and simulation has many other practical applications and implications for the Air Force, of which CASE is but one aspect. Over the course of the next 10 years, says Lieutenant-Colonel Rick Thompson, CASE Project Director, all Air Force members, learners, users and operators will be connected to each other, to sources of information, references, and animations. You will see the Air Force making, “greater use of distributed simulation to support collective training for transformation and to accelerate the production of skilled trades,” he says.



OPERATIONS

Up North, Over Water, Overwatch: CP-140 Aurora Operations

Canada's Aurora Squadrons have had a busy year, due in large part to the versatility of the CP-140 Aurora aircraft.

Its ability to fly long distances without refuelling (up to 9,000 km), an advanced communications suite including sophisticated radio systems, sensors and radars, and a new Electro-Optical/Infra-Red (EO/IR) camera, have expanded the capabilities of the aircraft and their crews. A shift toward joint, integrated Canadian Forces operations has also influenced the scope of their work. While maritime and northern surveillance remain key roles of the CP-140 Auroras and their crews, they are proving their ability to accomplish much more.

Aurora Squadrons are active in Search and Rescue (SAR) efforts on both the East and West coasts. Their long distance endurance renders them invaluable for open ocean search and rescue; their powerful communications suites allow for the relay of radio traffic from ground stations to low-flying aircraft performing SAR operations.

“The Aurora aircraft have been recognized for their intelligence, surveillance and reconnaissance (ISR) abilities.”



Photo: DND

CP-140 Aurora long-range patrol aircraft are used over water and over land.

Recently installed EO/IR cameras have earned high praise within the Aurora community. The WESCAM EO/IR MX-20, which imparts unparalleled levels of precision and clarity, has aided in SAR operations and led to the aircraft's use in overland roles, referred to by Aurora crew as 'overwatch' operations. Most recently, the Aurora aircraft have been recognized for their intelligence, surveillance and reconnaissance (ISR) abilities. During the Integrated Tactical Experimental Exercise (ITEE), the Aurora provided a level of surveillance and intelligence that was "absolutely phenomenal," says Lieutenant-Colonel Jeff Boucher, Commanding Officer of the Air Expeditionary Unit, which participated in the ITEE.

With an increased focus on joint operations, "the EO/IR provides enhanced capability to the commander to assist in making much better decision on the employment of his forces," says Major René Letourneau, Deputy Commanding Officer (DCO) of 405 (Maritime Patrol) Squadron, based at 14 Wing, Greenwood, N.S.

Best known for its ability to hunt and attack submarines, Aurora long-range patrol aircraft are also well-suited to patrol the vast expanses of Canada's North, including the Northwest Passage, which has seen increased use in recent years. Aurora crews also frequently work with other government departments conducting fishery patrols, monitoring ice flows, reporting environmental pollution, participating in counter-drug operations and patrolling for illegal immigrants.

This versatile aircraft and its crews remains an effective component of Canada's Air Force, protecting Canada's interests, at home and around the world.





Expanding the Role for Canada's Maritime Helicopters

In a recent exercise, modified Bravo-model Sea King helicopters from 423 (Maritime Helicopter) Squadron demonstrated their ability to operate in an expanded theatre of joint operations.




Photo: MCpl Bob Earl, 403 (Hel) OTS

A CH-124 Sea King (forefront) flies with Griffon helicopters from 403 (Hel) OTS in order for its crew to hone their overland tactical navigation skills, November 2006.

The modified Sea King helicopters participated in the Integrated Tactical Effects Experiment (ITEE), conducted last fall. During the experiment they proved that not only can Canadian maritime helicopters support Navy ships, but, with modifications, they can also transport soldiers from ship to shore and communicate effectively with land forces.

To prepare the helicopters, anti-submarine warfare equipment was removed, additional radios for communications with the Army were installed, and steps and handholds were added, enabling the aircraft to be able to carry up to 12 soldiers with full combat equipment.

To prepare the crews, training was conducted at CFB Gagetown, N.B., with 1 Wing's 403 (Hel) Operational Training Squadron, to provide maritime aviators with experience flying over land.

Lessons from this experiment are already being implemented. The CH-148 Cyclone helicopter, which will begin replacing the Sea King fleet in 2009, will be easily converted from a maritime anti-submarine role to a troop-carrying role. This ability to reconfigure the aircraft to suit the mission will provide the Canadian Forces with enhanced capability. 



Credit: Sikorsky

A computer-generated image of the H-92. Canada has purchased 28. Expected delivery date is in early 2009.

Air Force Operations Abroad

On any given day about 8,000 Canadian Forces (CF) members are preparing for, engaged in or returning from overseas missions in support of national security objectives.

The majority of Air Force personnel deployed abroad are serving in support of the CF mission in Afghanistan. As of January 2006, approximately 407 Air Force personnel were deployed on operations. For a full list of current Air Force operations, including descriptions and the number of Air Force personnel deployed, visit: http://www.airforce.forces.gc.ca/abroaddocs/abroad_5_e.asp


Since 1947, the CF has completed 72 international operations -not including current operations or any domestic ones here at home in Canada. 



Photo: Sgt. Roxanne Clowe, Canadian Forces Combat Camera

Cpl Mike Kerik, a Traffic Technician from 4 Wing Cold Lake, Alta, and Sgt April Roach, from 2 Air Movement Squadron based at 8 Wing Trenton Ont., unload a CC-130 Hercules transport aircraft at Camp Mirage in southwest Asia in support of Operation ATHENA.



PEOPLE

Air Force Members Occupy Key Positions in Support of the Mission in Afghanistan

In Afghanistan, not only do Air Force members provide strategic airlift, airdrops, tactical in-theatre airlift and operate the Tactical Unmanned Aerial Vehicle (TUAV) with the Army, they are also present in all command levels of the mission.

Among them, a number of Air Force personnel are employed in key positions within NATO's International Security Assistance Force (ISAF) Headquarters in Kabul. Canadian Air Force Major-General Angus Watt has been there since last August, as the senior Canadian Forces member in Afghanistan.

MGen Watt is the Deputy Commander (Air) for ISAF. His responsibilities include organizing fighter and transport aircraft to support the mission, liaising with member nations, juggling national restrictions and dealing on a regular basis with the United States Air Force Combined Air Operations Centre in Qatar.

"The Canadian personnel that are part of the ISAF mission are providing essential services to all parts of the operation. Canadians are extremely well respected for their professionalism and their commitment to making a lasting difference in Afghanistan. They are integral members of the multinational ISAF Team. I am proud to be here with them," says MGen Watt. As Deputy Commander of ISAF (Rotation IX), MGen Watt takes over the responsibility for running the ISAF mission during the ISAF Commander's absences from theatre.

Air Force personnel can also be found in other organizations in Afghanistan, such as the Canadian Strategic Advisory Team – Afghanistan (SAT-A). Currently led by Air Force Colonel Don Dixon, this small team, consisting of members



MGen Watt presiding over a NATO Medal Parade, ISAF HQ, Kabul, Afghanistan, August 12, 2006.

Photo: Maj Quirion

from all elements of the Canadian Forces, is embedded within Afghan Government ministries. It provides strategic planning expertise, and supports the development of key national strategies and mechanisms for their successful implementation.

In addition to supporting its own needs, Canada contributes 75 hours a month of Hercules flights to ISAF, which employs them as needed. A typical Hercules mission will usually involve multiple destinations; for example, a route from Kandahar to Kabul, and then to Mazar e Sharif, and back to Kandahar, filled to capacity with people and materiel. The Hercules, which is rotated with among several located at Camp Mirage in Southeast Asia, transports troops from all 37 ISAF member nations, as well as members of the Afghan National Army and senior members of the Government of Afghanistan. Canada is one of the few nations that is also capable and willing to conduct airdrops.

“The Canadian personnel that are part of the ISAF mission are providing essential services to all parts of the operation.”




J3 Air Operations Officer in Joint Task Force Afghanistan

Members of Canada's Air Force, as part of Canada's commitment to Afghanistan, contribute to the stabilization efforts in that country every day. The J3 Air position within Joint Task Force Afghanistan (JTF-AFG) is one of many that work to that end.

Major Miguel "Mig" Bernard has been deployed as the J3 Air (Air Operations Officer) in the JTF-AFG Headquarters in Khandahar since August 2006. He provides advice to the task force headquarters on the use of tactical airlift in Afghanistan, liaising with the JTF-AFG Commander to ensure the Army and its soldiers in-theatre are supported by the Air Force. All the missions flown are in direct support of the Intra-Theatre Airlift Support (ITAS), transporting personnel and cargo to all four corners of Afghanistan. His job also consists of coordinating and managing all military and civilian travel into and out of Afghanistan aboard Canada's CC-130 Hercules aircraft.



Maj "Mig" Bernard at the JTF-AFG HQ compound, on Kandahar Airfield, Afghanistan.

Maj Bernard earned his pilot wings in 1991 and went on to become a fighter pilot. He served with "433 Escadron Tactique de Chasse" in Bagotville, Que. and 410 Tactical Fighter (Operational Training) Squadron. In 2001, he was posted to 2 Operational Conversion Unit (2 OCU) in Williamstown, Australia, where he served as an instructor pilot on the Australian F/A 18. Prior to deploying to Afghanistan, Maj Bernard was with the Directorate of Air Requirements for Fighter Aircraft at NDHQ in Ottawa. 

Battle Group Aviation Liaison Officer

Captain René Poulin has been deployed as an Aviation Liaison Officer (ALO) with 1 RCR Battle Group in Kandahar since November 2006. The ALO's job consists of coordinating aviation requirements for the Battle Group with the Brigade and different aviation units. These requirements include movement of personnel, ammo, fuel and miscellaneous stock re-supply around the Area of Operations (AO) and attack helicopter support during deliberate operations.



Capt René Poulin from 403 (Hel) OTS is deployed as the Aviation Liaison Officer to the 1 RCR Battle Group in Kandahar Province, Afghanistan.

"Aviation plays an important role in Afghanistan where the threat imposed on road movement with Improvised Explosive Devices (IEDs) and suicide attacks is high," says Capt Poulin. "It helps keep our personnel off the road as much as possible."

Currently, aviation resources are used to the maximum extent and with the amount of logistical support required for all coalition forces in Afghanistan, aviation cannot meet all these demands," he adds. "It nevertheless plays an important role with our CF personnel and we can thank the American, Australian, Dutch and British aviation units that support our troops."

Where possible, members of the International Security Assistance Force help each other when they can. While Canadian troops rely on our allies for helicopter support in Afghanistan, Canada's Air Force provides tactical airlift support to the 37 nation NATO-led ISAF by transporting equipment and personnel by Hercules aircraft throughout Afghanistan.


An RMC graduate, Capt Poulin earned his pilot wings in 1997. He has completed two operational deployments flying CH-146 Griffon helicopters. He is currently posted to 403 (Hel) Operational Training Squadron where he is an Instructor Pilot on the Griffon and a member of the Aviation Tactics Flight. 

Photo: LCol John Blakeley



New Promotions and Appointments for the Air Force Members

In addition to the promotions and appointments announced in April, the Chief of the Defence Staff approved the following promotions and appointments of Air Force members in 2006.



SENIOR PROMOTIONS AND APPOINTMENTS	LOCATION
1. Col Jerry Gillis was appointed Commandant, Canadian Forces College	Toronto
2. Col Nora Naaman was appointed Director, Material Group Comptrollership, NDHQ	Ottawa
3. LCol M. Latouche was promoted to Colonel and appointed Director of Air Operations, Internal Security Assistance Force	Kabul, Afghanistan
4. Col Guy Simard was appointed Director General, Military Careers, DHQ	Ottawa



Lieutenant-General Steve Lucas announced the following Commanding Officer and Senior Wing Appointments for Air Force Units for the upcoming annual posting season (APS). These are the second and third announcement of appointments for the upcoming APS.

COMMANDING OFFICER AND SENIOR WING APPOINTMENTS	LOCATION
LCol Art Agnew, CO 8 AMS	Trenton
LCol Scott Archer, CO CDN Contingent	Tyndall, Florida
LCol Doug Baird, CO 404 SQN	Greenwood
Maj Wendy Barlow, W ADM O 19 Wing	Comox
LCol Marc Bigaouette, CO 430 SQN	Valcartier
Maj Lise Bourgon, OC 406 SQN	Shearwater
LCol Leo Brodeur, W ADM O 17 Wing	Winnipeg
Maj Richard Comtois, CO 3 AMS	Bagotville
Maj Alex Day, W OPS O 4 Wing	Cold Lake
Maj Pete Dozois, CO 12 RDR SQN	Bagotville
LCol Doug Fairley, W OPS O 17 Wing	Winnipeg
Maj James Fera, CO 14 AES	Greenwood
LCol Marc Ferron, CO CFANS 17 Wing	Winnipeg
LCol Phil Garbutt, CO 14 AMS	Greenwood
LCol Paul Goddard, CMDT 2 CFFTS	Moose Jaw
LCol Tammy Harris, W COMD 9 Wing	Gander



continued on page 14... ►



COMMANDING OFFICER AND SENIOR WING APPOINTMENTS (continued)	LOCATION
<p>Maj Will Jacobs, CO CFSATE 16 Wing</p> <p>LCol Christian Lalande, CO 442 SQN</p> <p>Maj William MacKenzie, CO CFSACO 16 Wing</p> <p>LCol Jean Mallais, HQ CO, 1 CDN AIR DIV</p> <p>LCol Russ Mann, W ADM O 3 Wing</p> <p>LCol Francois Martineau, CO 436 SQN</p> <p>Maj Denis McGuire, CO JRCC</p> <p>LCol Sam Michaud, CO 423 SQN</p> <p>Maj Rob Mitchell, CO, 431 (Air Demonstration) SQN</p> <p>Maj Ash Mohtadi, CO 19 AMS SQN</p> <p>Maj Doug Moodie, CO 400 SQN</p> <p>LCol Dave Murphy, W OPS O 8 Wing</p> <p>LCol Charles Ness, WCOMD 17 Wing</p> <p>Maj Walter Norquay, CO 8 ACCS</p> <p>Maj Kyle Paul, CO 42 RDR SQN</p> <p>LCol Larry Paziuk, CO 1 Wing HQ</p> <p>LCol Alain Pelletier, CO 425 SQN</p> <p>Maj Denis Robert, CO 12 AMS</p> <p>LCol Kurt Saladana, COS 15 Wing</p> <p>LCol Bill Seymour, COS CC NAEWF Geilenkirchen</p> <p>LCol Tim Shopa, CO 419 SQN</p> <p>Maj Aaron Spott, CO 2 AMS</p> <p>LCol Henrik Smith, CO CDN Contingent Tinker AFB</p> <p>LCol Lynn Stoddart, W LOG O, 4 Wing</p> <p>Maj Jeff Tasseron, W OPS O, 12 Wing</p> <p>LCol Eric Volstad, CO 412 SQN</p> <p>LCol Wayne Watson, W LOG O 17 Wing</p> <p>Maj Keith Wilson, CO 417 SQN</p> <p>LCol Ross Wuerth, CO 440 SQN</p>	<p>Borden</p> <p>Comox</p> <p>Borden</p> <p>Winnipeg</p> <p>Bagotville</p> <p>Trenton</p> <p>Halifax</p> <p>Shearwater</p> <p>Moose Jaw</p> <p>Comox</p> <p>Borden</p> <p>Trenton</p> <p>Winnipeg</p> <p>Trenton</p> <p>Cold Lake</p> <p>Kingston</p> <p>Bagotville</p> <p>Shearwater</p> <p>Moose Jaw</p> <p>Germany</p> <p>Cold Lake</p> <p>Trenton</p> <p>Alaska</p> <p>Cold Lake</p> <p>Shearwater</p> <p>Ottawa</p> <p>Winnipeg</p> <p>Cold Lake</p> <p>Yellowknife</p>



More information at the Air Force website!

Be sure to visit www.airforce.forces.gc.ca to stay up-to-date with things that are happening in the Air Force. Each weekday a new story is posted to the site, featuring what the men and women of Canada's Air Force are doing on behalf of all Canadians.

