



# AIR FORCE Crew Brief

Winter 2008, Vol. 6, No. 1

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## Message from the Chief of the Air Staff

# 2008 promises to be a good year



LGen Angus Watt, Chief of the Air Staff, toured 14 Wing Greenwood, N.S. in October. During his visit, he held a "town hall" meeting at 11 Hanger for the members of the Aurora community.

Cpt Kevin Scott

The New Year is always a time to reflect on the past and look to the future. We have made enormous strides in the Air Force over the past few months, and there are even more exciting developments just over the horizon.

As we undertake these new ventures, my job as Chief of the Air Staff is to foster and to shape the best possible Air Force capabilities for the Canadian Forces (CF) and for our fellow Canadians. We will continue to build our capabilities and capacities to meet the security challenges of the 21<sup>st</sup> century.

If the Air Force were a business we'd be a very large enterprise. We have about 17,000 men and women in the larger Air Force organization – about 13,000 Regular Force members, 2,000 Air Reservists and about 2,000 civilians.

The annual operating budget for the Air Force is approximately \$2.5 billion, dedicated to operating and maintaining a fleet of more

than 333 aircraft and 13 Wings located in all regions of the country. My goal is to provide the best set of Air Force capabilities for Canadians by carrying out tasks like patrolling Canada's 15,540,000 square kilometres, providing search and rescue, re-supplying our troops in-theatre and protecting Canada's interests here at home and abroad.

As Chief of the Air Staff and Commander of the Air Force my job is to keep a long-term focus, and to shape what the Air Force should look like five, 10, 20 years from now. I don't carry out operations either domestically or internationally; my job is to develop, train and foster people and to deliver operational capabilities to the operational commands. It requires thinking forward, often at least a decade out.

*continued on page 2...* ►



National  
Défense  
Défense  
nationale

Canada

In the previous issue of *Crew Brief*, I discussed the top CF priorities – Current Operations, Transformation and Connecting with Canadians – and touched upon my own main focus areas. In this edition, I will expand on those – Raise, Train and Equip.

## Raise

Attraction and recruiting are key challenges these days, made even more challenging by Canadian societal demographics and the demographics of our military professions.

Canadian demographics are shifting. The baby boom has ended and the baby boom echo is coming to an end. Canadian society is ageing and there are simply not as many people in our recruiting target group – 18 to 34 year olds – as there once were. We have to work harder to compete for employees in a hot job market.

Recruiting is going well and we are meeting most of our targets, but we continue to face challenges in certain occupations. In the Air Force this includes aviation systems technicians (who maintain aircraft electronic and mechanical aviation systems) and avionics systems technicians (who maintain aircraft electronics systems).



Pte David Schulz, avionics systems technician and Pte Luc Frenette, aviation systems technician, inspect a CF-18 during Exercise Maple Flag 39. Maple Flag, which emphasizes air operations, provides aircrews with realistic training in a modern simulated air combat environment.

Therefore, we are constantly endeavouring to effectively connect with our fellow Canadians – not just so they know what we are doing and why, but also to showcase opportunities for a full and rich professional life and to attract the brightest and best of Canadian youth to a rewarding career in the Air Force.

We are also facing demographic challenges within the rank and file of the CF. The average age in the CF is 36: 37 for officers and 38 for non-commissioned members. In part because of the reduction of the Forces in the early 1990s, we have a lot of older personnel and a lot of newer personnel because of recent recruiting efforts. The end result is that we have a demographic “valley” in the middle. That is worrisome.

As the baby boomers retire, we risk not having the right people, at the right rank level and with the right training, to step into their shoes. Therefore, we are paying a lot of attention to people issues – attracting the best, training them, developing them and retaining them for a full career in the CF. At the same time, we are ensuring that those currently serving in the Forces have the best possible training and experience in order to lead the Air Force and to train and mentor our newer personnel.

We are ensuring that strong personnel policies exist to support our people during their careers – policies that will better meet the expectations of youth as well as currently serving airmen and women. For instance, a modernized superannuation plan was implemented last year and included – for the first time – members of the Reserve Force. We have streamlined movement between the Regular Force (a full-time career) and the Reserve Force (generally

part-time) to help our CF personnel better accommodate their family situations or other personal needs without having to leave the Forces. And our pay, benefits and recognition programs are always being reviewed, refined and improved to support our people and their operational realities.

## Training

We have made considerable progress in adapting to the new technologies of the 21<sup>st</sup> century, but there is still some way to go. Some of our approaches to training and readiness remain risk-averse and somewhat rooted in the Cold War era. We need to focus our training resources where they are needed most and take advantage of emerging technologies to train more effectively and reduce costs.



A pilot from 430 Tactical Helicopter Squadron, located at CFB Valcartier, Que., role-plays as helicopter support during a virtual mission at Exercise Winged Warrior 2007.

Simulators and “synthetic environments” are one way to increase the “bang for our buck”. In this issue of *Crew Brief* you will read about the Winged Warrior exercise, which was conducted using virtual reality. Of course, we will always need real flying time to train our crews, but by using new technologies effectively, we will be able to make better use of that precious time in the air.

The CF recruiting system is working to ensure that new personnel are recruited, enrolled and graduate from



### Managing Editor:

Lieutenant-Commander Nathalie Garcia  
Acting Director, Air Force Public Affairs

**Editor:** Ms Joanna Calder

**Writer:** Ms Jenn Gearey

### Contributors:

Ms Holly Bridges  
2Lt Alexandre Cadieux  
Ms Charmion Chaplin-Thomas  
Capt Cheryl Condly

Sqn Ldr Dave Ingall  
Capt Jameel Janjua  
Capt Jennifer Jones  
Capt Rae Joseph  
Maj Brian Malak  
Capt Jeff Manney  
Capt Nicole Meszaros  
Ms Jenn Pelley  
Capt John Pulchny  
LCdr Petra Smith

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

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their basic military qualification course in as timely a manner as possible. We then move them through Air Force training and into operational roles as rapidly as possible, while ensuring a well-trained, well-prepared force. The training is well within the capabilities of the average well-motivated and dedicated person, but we do demand a high level of cognitive ability and judgement. We put incredibly sophisticated machines into the hands of our personnel and we need to ensure we have the best possible people who have received the best possible training.

## Equipment

We need to ensure that the Air Force has both the equipment and the infrastructure needed to support CF operations.

We have 18 fleets of aircraft to maintain and the average age of our aircraft is about 26 years. Our aircraft are extremely well-maintained and they are safe to fly. But old technology comes with a price, and the price gets higher with every passing year. So we need to continue to look to the future and our evolving and emerging needs.

We have received two CC-177 Globemaster III strategic airlifters, with two more due to arrive this year. Delivery of the CH-148 Cyclone will also come in due course. In addition to these wonderful advances, I intend to focus on projects I call the "Big Six".

We have signed a contract with Lockheed Martin to acquire 17 new J-model **Hercules** to replace the oldest E-model **Hercules**. The first aircraft

should arrive in winter 2010. The C-130J looks similar to our current Hercules, but it's almost a completely different airplane with several generations of technological advancement over our E- and H-models. In the meantime we are making the necessary investments in our current fleet to ensure this vital tactical airlift aircraft and fixed-wing search and rescue resource keeps flying until new aircraft enter operational service.

Our requirements for a medium-to-heavy lift helicopter will be met with the **Chinook** helicopter. We are engaged in discussions with the manufacturer, and working closely with Public Works and Government Services Canada, as well as Industry Canada, to acquire Chinooks in a timely manner with the best value for the Canadian taxpayer.

Fixed-wing aircraft play a vital role in our search and rescue (SAR) response. They can go quickly to a distress scene and drop life-saving equipment or search and rescue technicians to stabilize the situation. This rapid response is vital to saving lives in the critical hours following an incident or accident.

Acquiring a new **fixed-wing search and rescue** capability to replace the CC-115 Buffalo and CC-130 Hercules aircraft currently carrying out this role is another high priority for me. We will manage and maintain our current Hercules and Buffalo fleets so that they can continue to perform this vital role until a new aircraft enters operational service.



A CC-115 Buffalo flies over base camp on Mount Waddington during a joint Canada-U.S. SAREX conducted in B.C. in September.

Sgt Blair Methan

The CP-140 **Aurora** aircraft is a capable, safe aircraft and – through modernization – is an operationally effective and viable platform. The upgrades that have been carried out on the aircraft have improved its performance in anti-submarine warfare and maritime patrol missions, and have broadened its abilities to include an increased overland intelligence, surveillance and reconnaissance capability. But it is 25 years old.

We are making prudent investments in the Aurora, including a full structural and mission equipment upgrade on 10 aircraft, but we are looking to the future and the acquisition of what we are currently calling a "Canadian Multi-Mission Aircraft" to eventually replace the Aurora. We're still very much in the early conceptual stages of this process – examining our options and defining our requirements.

We also need to replace our CC-138 **Twin Otter** fleet in the North with a new utility aircraft. This fleet, based in Yellowknife, is used to support more than 4,000 Canadian Rangers, located in 163 northern and remote communities, in their mission to serve as the CF's eyes and ears in the north.

The CF-18 **Hornet** is a fine fighter aircraft, but it is of the same vintage as the Aurora. We have just gone through a program of modernizing the CF-18, replacing equipment such as mission computers, radars, communications equipment and helmet-mounted displays. I am confident the aircraft is good until

An American Chinook helicopter participates in Exercise Maple Guardian in Wainwright, Alta. The Canadian Forces is working with Public Works and Government Services Canada and Industry Canada to acquire Chinook helicopters.



Cpl Simon Duchesne

*continued on page 4...* ►



Two CF-18 aircraft in a climb, breaking formation as one pulls away.

vital support that UAVs provide to our deployed troops – and eventually acquire a full-fledged medium-altitude, long-endurance UAV for Canada.

In addition to equipment, however, there is a huge infrastructure requirement to support our aircraft. We are working hard to maintain and upgrade our hangars, our control towers, our runways and our training facilities. Fifty per cent of our infrastructure is 50 years old or older. This is obviously difficult to maintain and expensive to replace, but we are making progress. Construction projects are beginning, underway or have been completed in Portage La Prairie, Man., Trenton, Ont., Shearwater, N.S. and Comox, B.C., – to name but a few.

### The future


The Air Force of the 21<sup>st</sup> century will be an Air Force that is expeditionary, combat-capable, interoperable, networked, and responsive. We are developing and proving our expeditionary concepts with our work in Southwest Asia. We are ensuring we are combat-capable. We continue to prove and enhance our interoperability with our international and national partners – NORAD, SAR organizations and

coalition partners, to name a few. Our flexibility and responsiveness is growing.

But above all, we must be agile. We can assess, we can predict and we can plan, but in the end our crystal ball has limitations. With the best possible people, the best possible equipment, and a sound doctrine, we will have a strong core of capabilities that can be rapidly adapted to meet changing requirements or world situations.

With all these equipment and infrastructure projects moving forward, our news is good and our future is bright. Our baseline CF budget has grown from \$12 billion to \$18 billion and will continue to grow modestly in the coming years. Morale is high and we have the respect of our colleagues within the CF, amongst Canadians at large and throughout the world.

But we have to continue to work hard. I think the Air Force's operational motto – *Per ardua ad astra* (through adversity to the stars) – represents very well both the challenges that face us and the strength and determination needed to overcome them.

My best wishes to you all, and I wish you and your family health, prosperity and good fortune in 2008. 

the end of the next decade, but we need to start work now on looking for a replacement. We have begun examining our options and defining our requirements for the **Next Generation Fighter Capability** to replace the CF-18.

I have one more priority in addition to my "Big Six" – unmanned aerial vehicles (UAVs). The Air Force continues to support Sperwer tactical UAV operations in Afghanistan, and the intelligence, surveillance and reconnaissance capability it delivers. At the same time, the CF is pursuing efforts to seamlessly continue the

## TRANSFORMATION

### Speech from the Throne features CF


The Government of Canada's 2007 Speech from the Throne, delivered by Governor General Michaëlle Jean in October, noted the importance of the Canadian Forces.

"Canada's men and women in uniform risk their lives for their country, and deserve the equipment and training required for a first-class, modern military. Our Government will modernize Canada's military to provide effective surveillance and protection for all of our country, cooperate in the defence of North America, and meet our responsibilities abroad to the United Nations and our allies."

The speech noted the CF's role in defending our sovereignty in Canada's North. "New Arctic patrol ships and expanded aerial surveillance will guard Canada's Far North and the Northwest Passage. As well, the size and capabilities of the Arctic Rangers will be expanded to better patrol our vast Arctic territory."

The Speech from the Throne also addressed Canada's role in fighting terror and enhancing security at home and abroad.

"Nowhere is Canada making a difference more clearly than in Afghanistan. Canada has joined the United Nations-sanctioned mission in Afghanistan because it is noble and necessary. Canadians understand that development and security go hand in hand.

"The Government will introduce legislation to make sure that Canada has the tools it needs to stop those who would threaten our cities, communities and families..." 

**"...expanded aerial surveillance will guard Canada's Far North..."**



A CC-177 Globemaster III lands in Inuvik, N.W.T. to deliver supplies and equipment for the Forward Operating Location. Northern presence is a key element of the 2007 Speech from the Throne.

Cpt Jean-François Lauzé



## Contract for new Hercs announced

**O**n Jan. 16, 2008, the Government of Canada announced the awarding of a contract to Lockheed Martin Corporation for the acquisition of the Canadian Forces' new tactical lift aircraft – the C-130J Hercules.

Tactical airlift is the lifeline of the Canadian Forces, providing reliable aircraft to quickly and safely carry passengers, heavy equipment and supplies over

long distances in support of operations, or in response to crises such as natural disasters.

The purchase contract for 17 C-130J Hercules aircraft is valued at approximately \$1.4 billion U.S., with an additional amount to be added in 2009 for at least 20 years of in-service support. The C-130J will replace the oldest of the Canadian Forces' CC-130 E-model Hercules.

"The airlift requirements of the Canadian Forces is a top priority," said the Honourable Peter Gordon MacKay, Minister of National Defence. "We are confident that the C-130J will provide Canada with a cost-effective, operations-proven tactical airlift capability."

Under the contract, Lockheed Martin Corp. is required to invest in the Canadian economy – dollar for dollar – what the Government of Canada spends in procuring and maintaining the aircraft over the life of the contract.

An aircrew flew an H-model Hercules from 8 Wing Trenton to Ottawa to be on hand for the event. Major Paul Anderson,



Minister of Defence Peter Mackay participates in the announcement that the Government of Canada has awarded a contract for acquisition of the C-130J to Lockheed Martin.

aircraft commander for the flight expressed his happiness with the announcement.

"This is an important day for anyone who cares about Canada's domestic and foreign policy," said Maj Anderson. "In my time on the Hercs, we have done everything from the Winnipeg floods to the Ontario ice storms to Somalia, Sudan, Rwanda, Ethiopia, the Congo, East Timor, Sarajevo and, of course, Afghanistan. The Herc has really been our means of power projection.

"The J-model is a state-of-the-art aircraft," he added.

Delivery of the first aircraft is expected in winter 2010.



A United States Marine Corps C-130J Hercules aircraft in flight.

## Construction begins on Herc training facility

**W**ith a sod-turning ceremony on Oct. 9, 2007, construction began on 426 Transport Training Squadron's new \$2.5 million CC-130 Hercules Training Facility (HTF) at 8 Wing Trenton, Ont.

At nearly 2,200 square metres, the HTF will accommodate a Hercules aircraft and all associated equipment and facilities required for practical training for aviation and avionics technician training.

Having a cutting edge facility will help incorporate possible future training innovations such as student-based blended learning, interactive troubleshooting of aircraft systems, or 3D interactive aircraft systems courseware.

The HTF will provide more effective and efficient training, thus returning maintenance resources sooner to their Canadian Hercules operations worldwide.

Belleville, Ont.-based TaskForce Engineering Inc. won the bid for construction of the HTF and expects to complete construction in June 2008.



### Second CC-177 Globemaster III

Canada has now received its second giant strategic airlifter, the CC-177 Globemaster III.

The big bird landed at its new home of 8 Wing Trenton, Ont. on Oct. 18, 2007, piloted by aircraft commander Major Jeremy Reynolds. His first officer was Captain Jeff Jackson.

The aircraft left the Boeing plant in Southern California earlier in the week after undergoing rigorous flight-testing and evaluation by Canadian Forces and Boeing personnel.

Here Capt Ben Villalobos (centre) and Maj Jean Maisonneuve demonstrate the aircraft's ability to use short runways for 8 Wing commander Colonel Mike Hood (left), as they depart Simcoe County Airport, Ontario. They are flying the second Globemaster.

The last two CC-177s are expected to arrive in spring 2008.



## Future of CP-140 Aurora

The Department of National Defence has confirmed its commitment to the CP-140 Aurora fleet for continued modernization and structural upgrades to keep the aircraft flying until 2020. Ten out of the 18 Aurora aircraft will be upgraded and will ensure that the Canadian Forces continues to protect Canada's maritime and northern sovereignty.

"The Aurora will provide the Air Force with a significant surveillance capability until such time as a future replacement capability is acquired," said Lieutenant-General Angus Watt, Chief of the Air Staff.

The next phase of Aurora upgrades to the 10 aircraft will include radar, computer and other systems. Core structural upgrades will also be carried out to ensure the longevity and safe operation of the aircraft. Three Auroras have completed



Ten Aurora aircraft will undergo Phase III modernization to ensure that the CF can continue to monitor and protect Canada's maritime and northern sovereignty.

phase two. The prototype aircraft for the third phase is undergoing a two-year modification and testing period, and is expected to fly in early 2009. 

## Capability updates

### Cormorant

This fall, a maintenance contract extension was awarded to IMP Group Ltd. for Canada's search and rescue helicopter, the CH-149 Cormorant.

"The contract is based on a seven year timeframe and it needed to be renewed," said Major Yves Messier, the CH-149's weapon system manager. "We were happy with the service by the company, so we opted to renew with them."

The contract, valued at an estimated \$591 million over seven years, will provide continued maintenance and overhaul of Cormorant parts.

IMP Group Ltd. will ensure the ongoing flight-readiness of the helicopters and will provide first and second line fleet maintenance at the four Cormorant operating bases located in Comox, B.C., Gander, Nfld., Greenwood, N.S., and Trenton, Ont.

### Strategic air-to-air refuelling capability

Two CC-150 Polaris (Airbus A310) aircraft modified for strategic air-to-air refuelling (SAAR) of the CF-18 Hornet fleet and other fighter aircraft will



A CC-130 Hercules tactical refueller from 17 Wing Winnipeg's 435 Transport Squadron refuels a CF-18 over Vancouver Island. The CC-150 Polaris's new strategic refuelling capability will permit CF-18s to fly longer distances without landing to refuel.

Pete Vaughan/Lightowler

soon be undergoing operational testing and evaluation (OT&E), with Initial Operational Capability (IOC) expected in the fall.

Canada has not had a SAAR capability since 1997 when its fleet of CC-137s (Boeing 707) was retired. SAAR, however, is a core capability for the Canadian Forces and the Air Force, providing safe and timely deployment for fighter aircraft when called upon to support international operations.

The new SAAR capability, which will be based at 8 Wing Trenton, Ont., will permit fighter aircraft to fly longer distances without landing to refuel. The Air Force employs its CC-130 Hercules aircraft from 435 Squadron at 17 Wing Winnipeg for tactical air-to-air-refuelling, however, the aircraft has limitations with regard to the distance it can fly and the amount of fuel it can off-load.



## Snowbirds' future bright

Golden wheat fields, a glowing evening sun and dramatically dark clouds created a true land of the living skies scene for the Canadian Forces Snowbirds' last show of 2007 in Moose Jaw, Sask.

During the 37<sup>th</sup> season, the team performed before more than three million spectators in 44 performances in 29 locations across North America. The team traveled from coast to coast, visiting large urban centres and small communities.

As ambassadors for the Canadian Forces and Canada, the team participated in community events, school and hospital visits and supported various charities.

"I am extremely proud of our team's accomplishments this season, both in the air and on the ground," said Major Robert Mitchell, the Snowbirds' commanding officer. "It was truly an honour to represent the Canadian Forces across North America."

The season was dedicated to the memory of Captain Shawn McCaughey, who died during a tragic practice flight accident at Malmstrom Air Force Base in Great Falls, Mont. May 18, 2007.

In a media interview with CHQR-AM in Calgary, Lieutenant-General Angus Watt, Chief of the Air Staff, spoke about the future of the Snowbirds and the Tutor aircraft they fly.



In May, during the Snowbirds 37<sup>th</sup> season, the team flew over the Saskatchewan Legislature in Regina, showcasing the close connection between the CF and RCMP.

"The Snowbirds are a true national treasure. They demonstrate the pride and professionalism of Canada's Air Force across the country and indeed across the continent," he said.

"Right now...they are flying an old airplane, the Tutor, but it is extremely well-maintained and it is still safe to fly. We never fly unsafe aircraft. In terms of potential replacements, we are looking at options of either refurbishing and updating the Tutor or buying a replacement and we have yet to come to a determination as to the best way ahead. But we will be maintaining the Snowbirds," said LGen Watt.

For more about the Snowbirds, visit [www.snowbirds.forces.gc.ca](http://www.snowbirds.forces.gc.ca).

## 5 Wing runway repaved

5 Wing Goose Bay's newly repaved runway reopened Sept. 7, 2007. The \$20 million resurfacing project was essential to maintaining the world-class infrastructure for which the Wing is known.

"5 Wing now has a brand-new, revitalized 11,000 foot [3,352 metre]

runway, one of the largest in Canada, if not in all of North America," said former Wing commander Colonel Mark Matheson.

The resurfaced runway will expand the marketability of Goose Bay to a wider range of commercial aviation, including both military and non-military users.

## Night vision goggle capability

On Nov. 8, 2007, 425 Tactical Fighter Squadron at 3 Wing Bagotville, Que. achieved night vision goggle (NVG) initial operational capability. The

Night vision goggles can provide a clear view in even the darkest environments. 425 Tactical Fighter Squadron has now achieved NVG initial operational capability.

CF-18 Hornet fleet now possesses a comprehensive night strike capability. This represents a leap forward in terms of operational capability and survivability for the Canadian Forces as a whole.

As part of the CF-18 Modernization Program, the aircraft cockpit and external lighting systems have been modified for NVG operations, making it virtually invisible to the naked eye at night. Despite the surrounding darkness, CF-18 pilots equipped with state-of-the-art NVGs are able to maintain 20/20 vision in nighttime conditions. Night operations are tactically significant because military forces operate at night to deny the enemy the use of his primary sensor – the eye.

The NVG upgrade is part of the CF-18 Modernization Program designed to ensure continued interoperability with other NATO members.



Cpl David Critch





## New pilot training centre

On Sept. 13, 2007, a state-of-the-art, 7,432 square metre flight training centre opened its doors in Portage La Prairie, Man. The new facility will ensure that Canada continues to produce Air Force pilots who are among the best in the world.




Capt Mark Thibodeau

A new pilot training centre opened its doors in Portage La Prairie, Man. in September 2007.

“Before our offices were in a hangar that had been built in World War II, so this facility is a huge leap forward for us, especially in technology,” said Lieutenant-Colonel Darryl Shyiah, commander of the Canadian Forces Flying Training School. “It was built for pilot training, so the classrooms, simulators, and rooms where students are briefed on missions are specifically designed for our use now... students will know what things will look like in a cockpit by the time they do the manoeuvre in an airplane – it’s such a good visual representation.”

The facility will offer 36 different courses, including primary flying training, multi-engine training, helicopter training, and refresher courses. Under its contract, Allied Wings – a consortium of Canadian companies – will provide the flight training and the aircraft required for the training.

“The type of training will involve a lot more advanced training than we’ve been able to do in the past, especially working with larger, more complex aircraft,” said LCol Randy Palmer, project manager for the Contracted Flying Training and Support Project.

The centre expects to train about 115 primary flying students per year – 40 on multi-engine aircraft and up to 75 on helicopters – as well as international military students. 

## NATO gives passing grade

On Oct. 12, 2007, hundreds of Canadian Forces personnel learned the results of the NATO Capability Evaluation (CAPEVAL) they had just completed.

For three weeks in September and October, personnel from fighter squadrons participated in Exercises Wolf Safari and Cold Igloo at 4 Wing Cold Lake, Alta. as part of the CAPEVAL.


During the exercises they simulated air operations from an austere location, all staged from 4 Wing’s expeditionary facility, dubbed Camp Medley. The fighter force was evaluated in both air-to-air and air-to-ground roles.

The NATO Team Chief, Wing Commander R.C. Duance of the Royal Air Force, briefed the group for more than an hour, withholding the news of a passing grade until the last minute.

“We now have the official stamp from a very demanding organization saying that we are mission capable – not only because Canada says so, but because NATO says so,” said Lieutenant-Colonel Todd Balfe, commanding officer of the Air Expeditionary Squadron (Fighters), which was a composite of 409 and 425 Squadrons.

“Not only did we pass, we received 14 excellent grades in operations. That’s an unheard of accomplishment.

“It was a great team effort,” he said.

The CAPEVAL is conducted every four years to ensure the standards required to fulfil the NATO mission are met. This ensures that units are ready to provide a more robust expeditionary force, if tasked to do so. Each criteria of evaluation was divided up into three main fields: operations, logistics and force protection. 



Cpt Jonathan Wilson

A CF-18 at the Camp Medley, Alta., airfield during Exercise Wolf Safari 07.

## Correction

*Modernization of CF-18 – Phase II*, Fall 2007 edition.

The helmet-mounted display is monochrome, not colour as indicated in the story. All other displays except the heads-up display (HUD) are full colour. Thanks to Richard Ackerman, VP Business Development L3 Communications Electronic Systems, for bringing this to our attention.





## National SAREX 2007

The national Search and Rescue Exercise (SAREX) helps SAR personnel maintain and improve their skills. At SAREX 07, held at 5 Wing Goose Bay, Nfld. and Lab. in October, teamwork, physical ability and mental stamina were essential to completing the exercise, which consisted of search, rescue, parachuting accuracy, medical, maintenance and helicopter skill events.

"The exercise brought together Canadian Forces SAR squadrons, combat support units and Civilian Air Search and Rescue Association (CASARA) members from across Canada to train and exercise together," said Lieutenant-Colonel Mark Legresly, acting commanding officer of 5 Wing and SAREX 07 commander. "They are truly a community of men and women, military and civilian, who are dedicated to finding and saving those who are lost or in danger."

For a list of winners of the SAREX 07 competition, read the full story in the News Room at [www.airforce.forces.gc.ca](http://www.airforce.forces.gc.ca), dated Oct. 13, 2007.



A flight engineer (left) prepares to lower a search and rescue technician from a CH-146 Griffin.

## Winged Warrior goes into overdrive

The most recent Exercise Winged Warrior kicked the "virtual reality" experience into overdrive.

Winged Warrior 2007, the final phase of the 10-week long Advanced Tactical Aviation Course used the Virtual Battle Space 2 program (VBS2) by Bohemia Industries from Australia. The exercise was conducted at Valcartier, Quebec, at the *Centre d'entraînement en environnement synthétique*.

This course trains future aviation mission commanders to plan and execute missions in a complex and dynamic battle space against an asymmetrical threat.

VBS2, which was used for the first time, included a "real time editor" function (which allows control and changes to the scenario during the exercise), improving the visual qualities and better artificial intelligence. The exercise was also supported by "virtual" CF-18s scrambled from Shirley's Bay in Ottawa.

"You can't always write a scenario that you dictate to an individual at a certain place, a certain direction, a certain time. So that is one of the huge aspects that [VBS2] gives you – to actually create and move things and effects in real time while the mission is being executed," said Captain Jim Knutsson, from 403 Helicopter Operational Training Squadron, responsible for running the exercise.

The exercise's realism was added to by the presence of more than 50 staff from 1 Wing Kingston, Ont., a Chinook pilot and a loadmaster from the Netherlands and civilian support staff playing various roles.

## At peak performance: Joint SAREX

About 60 personnel from the 943<sup>rd</sup> Rescue Group (RQG) from Davis-Monthan Air Force Base in Arizona joined 442 Transport and Rescue Squadron, 19 Wing Comox, B.C. for a joint search and rescue (SAR) exercise in September, something that had not occurred with the 943<sup>rd</sup> for 20 years.

It was an action-packed exercise from the minute the U.S. Air Force (USAF) C-17 landed at 19 Wing. Both support and SAR crews had only one thing on their mind: share their knowledge of SAR. Along with the personnel and all of the equipment necessary to make such an exercise possible, the 943<sup>rd</sup> RQG arrived with three HH-60G Pave Hawk helicopters, which are their primary asset to perform SAR missions.

Training included parachute jumps from various aircraft, water rescue techniques, and training for crevasse rescue and Arctic survival on a glacier on Mount Waddington.

"It was a great opportunity to work alongside our American counterparts and for both sides to benefit from this unique training. The American para-jumpers (PJs) had the benefit of working in terrain and conditions they normally do not get to experience, while both PJs and SAR techs were able to see different ways of doing business," said Sergeant Scott Elliston of 442 Squadron. "When it comes to rescue, there is more than one way to accomplish the task, and education in different techniques is a positive for everyone."



Search and rescue technicians from 442 Squadron in Comox, B.C., participate in high angle rescue training as part of Joint SAREX last September.



## High seas stake-out

Operation Driftnet, led by the Department of Fisheries and Oceans Canada (DFO) and supported by the Department of National Defence, searches nearly two million square kilometres of ocean for signs of high seas driftnet fishing, one of the most destructive forms of illegal fishing.

High seas driftnet vessels target vulnerable species with nets up to 40 kilometres in length. The nets trap everything in their path including seabirds and marine mammals. Nets lost at sea often continue to fish for years in a phenomenon known as ghost fishing.

CP-140 Aurora aircraft from Vancouver Island's 407 Maritime Patrol Squadron and Nova Scotia's 405 Maritime Patrol Squadron formed the backbone of Operation Driftnet last fall. Fishery officers from DFO and its U.S. counterpart were also onboard.

In mid-September, the Aurora's radar detected three vessels some 5,000 kilometres from Canada's west coast at the crossroads of an international salmon migration highway. Remaining unseen, the crew monitored the fishing vessels activities from long range using the aircraft's state-of-the-art electro-optical camera system.

The Aurora's 9,000-kilometre range, 14-hour endurance and new camera have made it a great force in such a remote area. Past successes have included fines for crews caught fishing illegally, seizures of boats and even jail time for some of the driftnet crewmembers.

Operation Driftnet patrols began in 1993 after the United Nations imposed a moratorium on large-scale high seas driftnet fishing and banned nets more



An unidentified vessel rigged for high seas driftnet fishing is caught on camera.

than 2.5 kilometres in length. In concert with five other Pacific nations – the United States, Russia, Japan, Korea and China – the Government of Canada has continued to protect vulnerable fish stocks in the open ocean. Due in part to information gathered by Canada's Auroras in 2006 alone, patrols spotted more than 20 vessels fishing with illegal nets.

## Canada and U.S. team up for NORAD exercise

The North American Aerospace Defense (NORAD) command is placed on high alert. Pilots wait near their aircraft. Suddenly the phone rings. The order comes. *Scramble the fighters.* An unidentified aircraft is approaching the Air Defence Identification Zone over the Atlantic

Ocean – the mission is to intercept and identify the aircraft before it enters sovereign airspace.

If this sounds like a real-life scenario, then the NORAD exercise co-ordinators have done their job.

This past fall, the Canadian and Continental U.S. NORAD regions participated in Exercise Amalgam Dart. The main objective was to provide realistic scenarios to put NORAD personnel and procedures to the test. For instance, one of the scenarios saw CF-18 Hornets from 3 Wing Bagotville, Que. and F-15 Eagles from Massachusetts' Otis Air Force Base launched to intercept an inbound "unidentified" aircraft over the Atlantic.

"The most important aspect of these types of exercises is that you get to practice your NORAD mission in a realistic environment," said Captain Corey Mask, a CF-18 pilot with 425 Tactical Fighter Squadron at 3 Wing. "Although you often practice intercepts in local training airspace, you don't often get a chance to perform a six-hour mission with air-to-air refuelling over the North Atlantic, intercepting a unique aircraft [a U.S. B-52 Stratofortress] while having to deal with weather, fuel diversions and long range radio communications."

Amalgam Dart is one of a series of NORAD exercises that are held throughout the year to provide realistic training, to evaluate tactics and procedures and to ensure connectivity and interoperability amongst Canadian, Alaskan or continental U.S. regions.



Maj "Rambo" Kirk Soroka, from 409 Squadron Cold Lake, makes a last minute check of his CF-18 before take-off in support of Amalgam Dart.





## PM honours B.C. search and rescue team

Prime Minister Stephen Harper, accompanied by B.C. Premier Gordon Campbell, visited a team of military and civilian rescuers at the Golden Airport, B.C. on Nov. 6, 2007, to present a special certificate recognizing their rescue of three-year-old Kate Williams of Edmonton.

"Tremendous work, you should all be proud of yourselves," said Prime Minister Harper.

Searchers who had been looking for missing B.C. pilot Ron Boychuk were diverted from that search and rescued three-year-old Kate Williams of Edmonton. In October, the Cessna in which she was traveling crashed near Golden, B.C. Her grandfather and a friend were killed; she was the only survivor.



Prime Minister Stephen Harper and B.C. Premier Gordon Campbell visit rescue crews at the Golden Airport in B.C. on Nov. 6, 2007. MCpl Lapointe is second from the left.

Search and rescue technicians Sergeant Scott Elliston and Master Corporal Bruno Lapointe of 442 Transport and Rescue Squadron, from 19 Wing Comox, B.C., extracted the girl and, with the help of civilian searchers, got her to hospital.

"It's not something you think is going to happen," MCpl Lapointe told Sun Media about the Prime Minister's recognition. "You just do your job."

Air Force crews from across Canada, along with Civil Air Search and Rescue Association (CASARA) and ground search and rescue volunteers from B.C., were involved in the intense search for Mr. Boychuk. Overall, 17 military and 27 CASARA aircraft flew 580 hours covering more than 30,500 square kilometres. The search ended after 12 days and at the time of writing Mr. Boychuk has not been found.



Three-year-old Kate Williams and 'Pablo' last September.

Williams family

## Op Boxtop moves 362,873 kg of freight



Unloading a CC-130 Hercules during Operation Boxtop – the bi-annual re-supply of CFS Alert on Ellesmere Island in Nunavut.

Operation Boxtop is the bi-annual re-supply of Canadian Forces Station Alert on Ellesmere Island – the most northern permanently inhabited settlement in the world. Using United States Air Force Base Thule in Greenland as a staging point, for two to three weeks every spring and fall, Canada's Air Force runs day and night, flying fuel and supplies to the station.

During last September's operation the airlift of wet and dry goods occurred simultaneously. Usually, the "dry lift" is undertaken first, followed by the "wet lift".

More than 800,000 pounds (362,873 kilograms) of freight and more than 400,000 imperial gallons (1,818,436 litres) of fuel were moved during the operation.



## Air Force personnel at Kandahar Airfield

Air Force personnel are making a significant contribution to the campaign against terrorism, serving in Southwest Asia at Camp Mirage, and at Kandahar Airfield (KAF), the main staging base for all military troops serving in Afghanistan.

At KAF they're helping to run the place. Thirty-five Air Force personnel, pooled from 19 Wing Comox, B.C., 12 Wing Shearwater, N.S. and other wings across the country, are among some 250 military personnel working with 1,000 civilians under contract to the NATO Maintenance and Support Agency as part of "COMKAF". They are employed in base support functions such as base security, flight line security, air traffic control services, communications, air operations, flight safety, air plans, even meals and laundry – to name a few.

COMKAF (Commander, Kandahar Airfield), is commanded by Air Commodore Ashley Stevenson of Britain's Royal Air Force. It protects and sustains ISAF and other coalition missions by providing support functions to force elements and other tenants, and by exercising centralized control and coordination of Kandahar Airfield.



LCol Douglas Fairley, commanding officer of the Canadian Element at COMKAF.

This includes housing and feeding the coalition garrison of 10,000 at KAF, and operating the airfield itself, which is still a civilian airport as well as a military airhead. This beehive of activity is directed and administered by COMKAF Headquarters, a multinational unit with contingents from Britain (the lead nation), Canada, Denmark, the Netherlands and the United States.

"In running the airfield and the base, we allow for a regional military logistics site and staging base for the troops. With the eventual goal of returning the whole airfield to the



Passengers make their way to a Canadian CC-130 Hercules after processing through the COMKAF passenger terminal. All those who come to KAF now transit through the new terminal.

Sgt Dennis Power

Afghan people, we think of this when we are planning reconstruction and building projects," says Lieutenant-Colonel Douglas Fairley, the commanding officer of the Canadian Element at COMKAF Headquarters.

"In the future, I see Kandahar International Airport as a regional international airport for passenger travel and regional international agricultural logistical hub to get the local produce to market at regional and international locations."

Formed in January and February 2007, Canada's ROTO 0 deployed to COMKAF during the summer of 2007 with ROTO 4 of Joint Task Force Afghanistan. LCol Fairley was appointed commanding officer of the Canadian Element in March 2007.



Canadian and American personnel and European contractors unload an Italian C-130 at KAF. Canadian personnel from 8 Wing Trenton work with other nations at KAF to ensure the aircraft turnaround time is minimal.

MCpt Neil Weatherbe



## Snapshots

### New honourees

Canadian rock legend Tom Cochrane is the first person to become Honorary Colonel of 409 Tactical Fighter Squadron ("Nighthawks"), 4 Wing Cold Lake, Alta. since the Squadron's re-activation in July 2006. Investiture ceremonies occurred in November.

Yvette M. Moore, a well-known, talented Prairie artist and illustrator, accepted the duties and responsibilities of Honorary Colonel for 15 Wing Moose Jaw, Sask. in December.

Also in December, country music star George Canyon was appointed Honorary Colonel for 14 Wing Greenwood, N.S.

Arthur R. Smith, O.C., D.F.C., a well-known Calgarian, became the first Honorary Colonel of 4 Wing Cold Lake in January. Mr. Smith, a former member of the RCAF, served in the provincial legislature and as a Member of Parliament.

Major-General (Ret'd) Marc Terreau returned as Honorary Colonel of 429 Squadron in January. He previously held the position from 2002 until the unit was deactivated in July 2005.



George Canyon

Publicity Photo

### New AFAC president

John Melbourne of Calgary, a former member of the RCAF, is the Air Force Association of Canada's new National President, taking over from Ted Mahood. He has been involved with AFAC for more than 30 years, serving in many executive positions. "My priority right now is to make sure this continues to be an efficiently run organization, that we increase membership, that we make it known that the Air Force Association is alive and well, and that we're there to support the Air Force, Air Cadets and to maintain Air Force heritage," he said. Mr. Melbourne is employed in Supply Chain Management on the Petro-Canada Oil Sands Fort Hills Project near Fort McMurray, Alta. For more about AFAC, visit [www.airforce.ca](http://www.airforce.ca).

### U.S. award

In July, the 1 Canadian Air Division/Canadian NORAD Region Air Operations Centre (AOC) in Winnipeg received a special award from the U.S. National Oceanic and Atmospheric Administration (NOAA). In February 2007, a NOAA Orion aircraft experienced an in-flight emergency requiring it to land in St. John's, Nfld. The NOAA team had difficulty obtaining replacements for two engine fire extinguishers that had been discharged during the event.

AOC officers obtained the needed parts for the crew on the same day they were asked to help, thanks to a special delivery made by a 413 Transport and Rescue Squadron CC-130 Hercules from 14 Wing Greenwood, N.S.

### Sports awards

Captain Meagan McGrath, an aerospace engineer from Ottawa, was inducted into the CF Sports Hall of Fame on Nov. 17, 2007. This past year Capt McGrath climbed Mount Everest, the final mountain in the "Seven Summits" challenge during which climbers scale the highest peak on each continent.

Major Mike Fabbro, a retired Air Force public affairs officer, was inducted for his success in the sport of windsurfing.

Chief Warrant Officer (Ret'd) Ken Doucette, was inducted for his

world-class accomplishments in marathons, as well as his passionate commitment to sports and running.

Organized by the Canadian Forces Personnel Support Agency, the theme of the sports award gala was *Salute to Air Force Sports*. Chief of the Air Staff, Lieutenant-General Angus Watt, presided over the event. "The maintenance of fitness in the CF is necessary for leadership and our success as a military fighting force," said LGen Watt in his address.



Capt Meagan McGrath on the Khumbu Icefall on Mount Everest.

Capt McGrath

### New job for NCM

During a Change of Responsibility Ceremony this fall, Air Force Chief Warrant Officer Kevin West, was given the responsibility of Chief Warrant Officer in Charge of the Non-Commissioned Member Professional Development Centre (NCMPDC) in St-Jean, Que. CWO West is the first NCM to run the training facility, a part of the Canadian Defence Academy.

### SAR crew wins British award

A Canadian Forces CH-149 Cormorant crew who risked their lives to save three victims of a helicopter crash in British Columbia's coastal mountain range on October 25, 2006 received the Prince Philip Helicopter Rescue Award from Britain's Guild of Air Pilots and Air Navigators.

They are the first Canadians to receive the award in its 29-year history, which is open to flyers from all nations. The crew also received the Cormorant Trophy at SAREX 07 for this SAR mission.



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### Bisley star

Corporal Andy Chiu, an avionics systems technician from 403 Helicopter Operational Training Squadron, CFB Gagetown, N.B., won the Queen Mary Trophy at the Bisley Shooting Competition in Surrey, England, this summer. Bisley is considered the top shooting competition in the world – the "Wimbledon" of shooting.

## Recognition

### Decorations

In October 2007, Governor General Michaëlle Jean presented a number of Meritorious Service Decorations (Military Division), including several to Air Force personnel.

Brigadier-General Donald Joseph Quenneville (USAF) received the Meritorious Service Cross for his vision and expert knowledge, which contributed significantly to the advancement of defence programs critical to Canada.

Chief Warrant Officer Claude Caron received the Meritorious Service Medal (MSM) for his service to the Allied Joint Force Command in Naples, Italy from 2003 to 2007, which significantly enhanced Canada's reputation amongst its allies.

Master Warrant Officer Darcy Shawn Elder received the MSM for his courage, professionalism and impressive leadership abilities while serving with the Military Security Guard Unit Detachment in Kabul from


July 2004 to July 2005 under extremely hazardous conditions and in a hostile environment.

Lieutenant-Colonel Colin Keiver received the MSM for his deployment as the air operations advisor for Task Force Addis Ababa in Khartoum, Sudan, from Nov. 28, 2005 to May 25, 2006, instituting rigorous air safety standards and operating procedures.

"To listen here this morning to the descriptions of incredible acts of valour and service and dedication to our country wearing the uniform of our nation is to stand here and be absolutely humbled," said General Rick Hillier, Chief of the Defence Staff.

### Mention in Dispatches

Major Gregory A. Penner with the Canadian Expeditionary Force Command in Winnipeg, received a Mention in Dispatches this past fall for his courageous and selfless actions while serving as a United Nations military observer in Sudan. In

November 2006, serious firefights in Malakal, Sudan, left 300 civilians dead and another 500 injured. Through this crisis, Maj Penner volunteered to lead dangerous patrols and medical evacuation. His negotiation skills and calm demeanour helped prevent further escalations in the conflict and his leadership and courage were critical to the UN and the effectiveness of the crisis action team. 

Maj Gregory Penner received a Mentioned in Dispatches Award for his valiant conduct, devotion to duty and distinguished service in combat conditions.



Cpl Maricle Lane


## Air Force Association honours excellence

The Air Force Association of Canada (AFAC) presented its annual awards of excellence to members of the Air Force in Ottawa at the AFAC Annual General Meeting in Ottawa in October 2007.

- Sergeant Lindsay MacGregor: Air Person of the Year.
- Chief Warrant Officer Ralph Murphy: Air Reservist of the Year.
- 2 Air Movements Squadron, 8 Wing Trenton, Ont.: the Gordon R. McGregor Trophy for outstanding and meritorious achievement in air transportation.
- 435 Transport and Rescue Squadron of 17 Wing Winnipeg: the Mynarski Trophy for excellence in search and rescue operations.
- Captain Neil McCarthy, 12 Wing Shearwater, N.S.: the Air Marshall W.A. Bishop, VC, Memorial Trophy for excellence in operations other than air transportation/SAR

for championing the Helicopter Maritime Environment Trainer, a virtual-reality procedures trainer.

- Members of 406 Operational Training Squadron at 12 Wing Shearwater, N.S.: the RCAF Golden Hawks Trophy for their work implementing Capt McCarthy's trainer in the maritime helicopter community.
- Darryl Smith, CEO of Pacific Coastal Airways: the J.A.D. McCurdy Trophy for achievements in civil aviation.

For a full description of winners, visit the News Room at [www.airforce.forces.gc.ca](http://www.airforce.forces.gc.ca), dated Oct. 22, 2007. 

Cpl Randy Poltras, Sgt Shawn Harrison and Capt James Pierotti accept the Mynarski Trophy on behalf of 435 Squadron.



Bruce Wray



## CF Parliamentary Program a success

Since 2001 the Canadian Forces Parliamentary Program (CFPP) has been giving Parliamentarians an opportunity to get to know their Canadian Forces better.

The CFPP integrates Members of Parliament and Senators into Army, Navy and Air Force environments, giving them an in-depth perspective of Canadian defence and security matters.

During the CFPP, Parliamentarians participate in training exercises, learn how equipment works, and take part in operational activities. The goal is providing Parliamentarians with new knowledge to help them participate more fully in related parliamentary discussions and debates.

The 2007 Air Force CFPP raised Parliamentarians' knowledge and awareness of Air Force issues, successes and challenges and showed the dedication of Air Force personnel in protecting fellow Canadians and making the world a safer place.

The most recent Air Force event took place in October at 8 Wing Trenton, Ont. Bruce Stanton, Member of Parliament for Simcoe North, Ont., was one of those who took part.

"I was impressed at how much military culture pays attention to timing and promptness – right from the time I arrived in the parking lot," said Mr. Stanton. "426 Squadron is responsible for... the Hercules aircraft that run in Afghanistan in theatre, so their *raison d'être* is summed up by the theme 'On time, on target'."

Mr. Stanton said the CFPP adventure renewed his respect for CF personnel.

"I've got to say that it was a tremendous honour to wear the uniform for two days. That might sound corny but you realize what the men and women who wear uniform do and give for our country, so when you as a civilian who hasn't done that, still get to wear that uniform even temporarily, it's an honour.

"I encourage my colleagues to do this," he said.

Planning for the next CFPP is in the works. 



2007 CFPP participants at 8 Wing Trenton: left to right: Ken Boshkoff, MP for Thunder Bay Rainy River, Bruce Stanton, MP for Simcoe North, Capt Linda Ballenthin, 2 Air Movements Squadron, James Lunney, MP for Nanaimo-Alberni, and WO Roy Van Ooyen from 2 Air Movements Squadron.


Submitted

## Air Command Advisory Council

The Air Command Advisory Council (ACAC) was created to allow the Chief of the Air Staff to exchange ideas and information on Air Force issues with people from outside the Air Force.

Some new members have joined ACAC recently: Robert Huebert is an associate professor in the Department of Political Science at the University of Calgary and associate director at the Centre for Military and Strategic Studies; Glenn Rainbird, known as a leader in developing Canada's internet capabilities, is Chairman of Veridian Corporation – an electric power distributor – and a member of the board of the Canadian Air Transport Security Authority. He is also Honorary Colonel for 8 Wing Trenton, Ont.

Returning for a second year are Major-General (Ret'd) Eric Linden, Brigadier-General (Ret'd) W. Don Macnamara, Mr. Barry Rempel, and MGen (Ret'd) Marc Terreau.

"I think that introducing non-military members is really an enlightened decision because for some time now one of the goals of the CF and Air Force is connecting with Canadians – and this does that," said Mr. Rainbird. "[The Chief of the Air Staff] told us to be candid, speak up and to speak our minds whether our views coincide with his or not. And that's what we're doing." 



Glenn Rainbird, a new member of the Air Command Advisory Council, is also an Honorary Colonel.

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## Battle honour awarded

NATO's Operation Allied Force in the skies over Kosovo was the most significant offensive combat air campaign undertaken by the Canadian Forces since the Second World War. Canada flew 678 sorties and logged more than 2,600 combat flying hours in the Balkans resulting in 10 per cent of all NATO strike missions.

It is that contribution by Air Force personnel that has earned 425 Tactical Fighter Squadron from 3 Wing Bagotville, Que., and 441 Tactical Fighter Squadron from 4 Wing Cold Lake, Alta., the battle honour "KOSOVO". The Governor General approved the battle honour in December.

"While the achievements of the two lead squadrons are being formally recognized, these units relied extensively upon the direct support and assistance of the entire CF fighter community as well as a tremendous amount of airlift support from our transport squadrons," said Lieutenant-General Angus Watt, Chief of the Air Staff. "Therefore, the vital supporting and sustaining roles that other CF squadrons played in support of this mission is also acknowledged."

"This level of cooperation shows the true spirit of the Air Force working as a team and achieving mission success."

The receipt of these battle honours will be marked with appropriate ceremonies in 2008.



## Never forget

Every year the Army, Navy and Air Force provide a 50-person Guard of Honour for the national Remembrance Day ceremony in Ottawa.

Last autumn the Air Force asked those from 14 Mission Support Squadron at 14 Wing Greenwood, N.S. to volunteer for the Guard of Honour.

"The Chief of Defence Staff wanted participants in the parade this year to be people who have deployed in the last year with an overseas operation," said Master Warrant Officer Serge Thibeault, who was in charge of ensuring the Air Force contingent was ready for the parade. "14 MSS just came back from Camp Mirage in the spring so they were asked."

Master Corporal Nadine Evans was one of the 14 MSS members on parade.

"I've always wanted to attend the Remembrance Day ceremony in Ottawa," said MCpl Evans. "My father was a World War II veteran, a private in the infantry from 1944 to 1946. And my mother was awarded the Minister of Veterans Affairs Commendation in 2004 for her lifetime role with veterans. Remembrance Day means a lot to my family."

MCpl Scott Baker, from 3 Canadian Forces Health Services Detachment at 15 Wing Moose Jaw, Sask. was the Air Force sentry at the service.

"I was overcome with a sense of pride," he said. "Out of all the things I have done in my career, this is immense, overwhelming actually. I feel I am honouring everyone who has served in the Air Force, whether it's people serving in Afghanistan now – God bless them – or veterans and members who came before them."



### Polish honour for Canadian airmen

A Polish Guard of Honour salutes a casket containing the remains of a Second World War Halifax bomber crew shot down over Poland on August 5, 1944. The Halifax aircraft, from 148 Squadron of the Royal Air Force, was delivering materiel essential to the Polish Home Army, but was shot down and all seven crewmembers killed. The Canadians on board were Flight Lieutenant Arnold Raymond Blynn, Flying Officer Harold Leonard Brown, Pilot Officer George Alfred Chapman, Flight Sergeant Arthur George William Liddell, and Flight Sergeant Charles Burton Wylie. At the time of the crash, partial remains had been buried secretly but Polish archaeologists recently found further remains in the wreckage of the aircraft. The burial took place in Krakow, Poland Oct. 4, 2007.



MCpl Baker, the 2007 national Air Force sentry.