

AIR FORCE

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CREWBRIEF

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EXPEDITIONARY AIR POWER A REALITY

CPL KEVIN SAUVÉ



We are at the start of a new year, and at the dawn of a new era in expeditionary air power.

Late last year, we established the Joint Task Force-Afghanistan Air Wing, a new capability that draws an array of tactical air capabilities into a single entity, under a single Canadian commander, in Kandahar.

Notwithstanding Canada's contribution of an air division of four fighter wings to NATO in the 1950s, and dispatch of combatant units to both the Gulf War and the air campaign in Kosovo, this is the first time Canada has dispatched an organic air formation of this size to participate in an armed conflict since the Second World War.

Project Noctua Project Manager, LCol Troy Crosby (left) and Chief of the Air Staff, LGen Angus Watt, co-sign the CU-170 Heron Airworthiness Certificate on Dec. 18. Noctua is the project under which the Heron was leased.

The Air Wing is a huge step forward in our growth of a modern Air Force for Canada. We have a vision of an Air Force that has the reach and power to carry out integrated operations at home and abroad. Among its vectors are two key characteristics that are perfectly reflected by the newly-established Air Wing:

- **An expeditionary Air Force:** the Air Wing is deployed as a self-contained entity to a far-off land to support our Canadian troops as they carry out their combat mission.

- **An effects-focused Air Force:** the Air Wing's goals include providing better and safer transportation for our troops and for supplies by reducing their reliance on ground transportation, to protect the aircraft that will provide that transportation, to provide vastly improved intelligence, surveillance and reconnaissance to enhance commanders' situational awareness, and to provide tactical airlift in-theatre. ►



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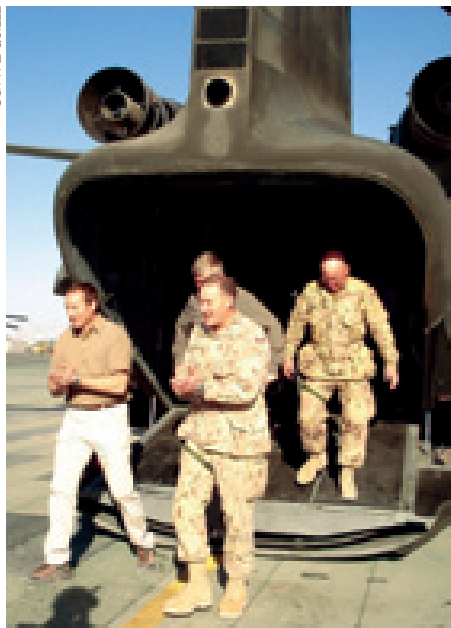
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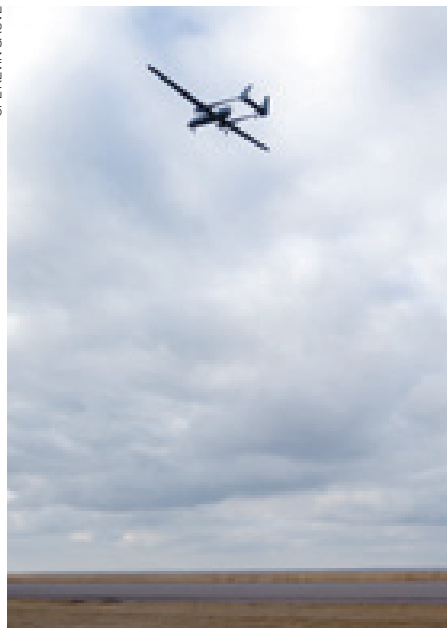
Note from the editor: Because the last edition of *Crew Brief* combined both the summer and fall 2008 issues, there is no Vol. 6, No. 4 issue.

SGT PAZ QUILLÉ



Minister of National Defence Peter MacKay (in civilian clothes) and Chief of the Defence Staff General Walt Natynczyk step off the ramp of a CH-147 D Chinook after its debut flight at the Kandahar Airfield in Afghanistan.

CPL KEVIN SAUVÉ



The CU-170 Heron, a medium-altitude, long-endurance unmanned aerial vehicle (UAV) lands at CFB Suffield, Alta. during test flights in November before deploying to Afghanistan.

MCPL EDUARDO MORA PINEDA



A CH-124 Sea King helicopter transports bags of rice to citizens of Tiburon, Haiti. The Sea King detachment assisted HMCS *St. John's* in delivering humanitarian aid to Haiti in September, in cooperation with the World Food Program.

Increased capabilities in-theatre

In this edition of *Crew Brief*, we will tell you more about the CH-147 D Chinook medium-to-heavy-lift helicopters that we have purchased from the U.S. Army, the Mi-8 helicopters that we leased to provide an immediate airlift capability, the CH-146 Griffon helicopters that will provide tactical escort to the Chinooks, and the leased CU-170 Herons unmanned aerial vehicle that will fly higher and further than our previous UAVs.

I was pleased to co-sign the "Airworthiness Clearance" and "Release to Service" documents for the Heron late in December. In other words, in my role as airworthiness authority for the Air Force, I gave my stamp of approval that the Heron is ready for service.

I cannot omit, of course, the CC-130 Hercules and their crews who have been providing tactical airlift in Afghanistan for Canada and our Allies for some time or the UAV team that has been flying the CU-161 Sperwer tactical UAV since 2003. Tactical airlift and UAV operations will continue under the aegis of the newly formed Air Wing.

As well, there is a strong cohort of dedicated ground crew, who will ensure that the aircraft keep flying, and support personnel, who will manage everything from logistics to administration to finances, professionally and effectively.

The tactical aviation personnel currently in-theatre have been augmented by about 250 Air Force personnel drawn from all across Canada, bringing the total size of the Air Wing to about 450. These people are on the cutting edge of Air Force history and their contribution to the Afghanistan mission is immense and appreciated, both in-theatre and at home.

My mantra that it is an exciting time to be a member of the Air Force has never been truer than it has been over the past few months as the Air Wing became a reality. It will continue to be an exciting time as our assets become fully operational in-theatre and we see the positive difference that an effects-focused, expeditionary air capability can have on the Afghanistan mission.

I am extremely proud of the men and women who have worked so hard to make this a reality. The work to stand up the new Air Wing and to put the new capabilities in place was carried out under extremely short timelines. This significant accomplishment is a credit to the dedicated personnel—military and civilian—of the Canadian Forces and Department of National Defence who made it a reality. Well done.

Work continues at home and abroad

But we must not forget that hard work, challenges and danger are with us around the world as well as in Canada.

Over the past months, Air Force personnel have deployed to troubled spots such as Sudan and Haiti, delivered humanitarian aid to the people of Burma, helped deliver food aid to Somalia and assisted in piracy interdiction in the area.

At home, we continue our domestic operations, including often-challenging search and rescue efforts across the country—such as the dramatic rescue late last year of the crew of a sinking barge. We carry out northern re-supply and surveillance, assist in fisheries patrols, help evacuate Canadians threatened by rising floodwaters and much more. And now we are looking forward into next year and supporting the 2010 Winter Olympics in Vancouver, B.C.

As the New Year begins, this is a time for new starts and new challenges. The Air Wing will become operational, flying new aircraft and carrying out new tasks. At home, we will continue to support Canadians, and abroad we will help those in need. I know that Canada's airmen and airwomen will continue to rise to the challenges of Air Force life and operations as they have in the past, and continue to make the Air Force an exciting and rewarding place to work. They are all true Canadian heroes, and I appreciate the contribution that each and every one of them makes.

SEEING IS PREVENTING

CPL KEVIN SAUVÉ



When Major Adam Cybanski joined the Air Force 20 years ago to become a tactical helicopter pilot, he could never have foreseen that his degree in computer mathematics would one day lead him to modernize the way aircraft incidents are viewed by investigators and communicated to the field. The Flight Data Recorder Visualization System he created, which is used by the Directorate of Flight Safety (DFS), is part computer game and part moviemaking with a sobering realism that helps visually recreate what happened when disaster has struck or was averted.

It all started when Maj Cybanski took a second look at the flight simulation games he was playing on his home computer.

"I thought, if we could employ the technology that goes into these flight simulator games, we could just have something usable for replicating flight safety incidents," says Maj Cybanski.

Maj Adam Cybanski has taken the basic elements of a flight simulator computer game and modified it to create the Flight Data Recorder Visualization System. Here, a CF-18 approaches CFS Alert.


The videos all look so real, yet Maj Cybanski does it all from his desk at National Defence Headquarters in Ottawa. He studied filmmaking in order to enhance the realism.

"With this tool investigators can get inside the cockpits, see the displays, and get the visual picture...It is a great tool to brief personnel on lessons learned," Maj Cybanski says.

Maj Cybanski has recreated several incidents.

"This simulation, for example, displays a CF-18 Hornet flying an approach into [CFS] Alert," he says pointing to his laptop. "Notice how real the cockpit is, the terrain surrounding it and the weather conditions? By inputting data we receive from all the

sources at our disposal during an investigation, such as a black box, eyewitness accounts or other sources, we can replicate closely what the pilots saw prior to, during and after an occurrence: the weather, approach, lighting, traffic and the physical layout of the cockpit. It gives an integrated picture of everything that was going on ... be it a near miss, a crash or an equipment malfunction.

"This allows the incident to be viewed from any angle. This kind of immersive, real-time 3-D simulation of an aircraft incident hasn't existed in DFS before now. It can make the job of analyzing what went wrong easier." 

FIRST SAR TECH CIVILIAN RECRUITS EARN WINGS

The Air Force made history at 19 Wing Comox, B.C. last June when the first

group of civilians recruited “off the street” to become military search and rescue technicians graduated from the Canadian Forces School of Search and Rescue.

In the past, SAR techs could only be recruited from within the Canadian Forces after serving a minimum of four years in another military occupation.

The Air Force opened up the occupation to Canadians at large a couple of years ago on a trial basis. That trial was a success and Corporal Mike Neilson has the bright

orange flying suit, beret and SAR tech wings to prove it.

“This is my dream job,” said Cpl Neilson, previously a career firefighter and volunteer searcher with the Coquitlam, B.C. search and rescue team. “I’m a bit of an adrenaline junkie and I love helping people.”

Cpl Neilson was among three civilians who joined the military to become SAR techs – the other two are Cpl Scott Hoadley and Private Nick Nissen.

Like so many Canadians who are choosing to join the CF as a second career, having worked for a decade or so in another field, Cpl Neilson says the military offered him the chance to balance all the needs of his life – home, career and family.

Then-Private Mike Neilson shakes hands with the commander of 19 Wing, Col Fred Bigelow.



PTC JAX KENNEDY

NEW TRAINING DETACHMENT FOR BAGOTVILLE

On Aug. 26, 2008, 10 Field Technical Training Squadron of 4 Wing Cold Lake, Alta. better known as 10 FTTS, took its motto “To Make Proficient” one step further with the opening of the 10 FTTS Detachment in Bagotville, Que.

The historic event brought the already-close bond between 3 Wing Bagotville, Que. and 4 Wing Cold Lake, Alta. even closer. The opening of the new detachment in Bagotville will increase both wings’ abilities to ensure that fighter operations, both present and future, can meet the ever-changing demands set forth by the global security and defence environment. 10 FTTS will allow both wings to efficiently and effectively train a more robust and highly proficient maintenance team.

The detachment is led by Captain Jean-Baptiste Michon, who will be responsible for 31 instructors and support staff. Fifteen of his team are Regular Force members while 16 are Reservists. The primary mission of the detachment will be training technicians in first and second line maintenance training. The goal is to train approximately 100 technicians annually.

This initiative, born out of Op Renaissance (fighter aircraft technician renewal), is seen at all levels as a win-win situation. It brings the two wings closer together and strengthens the fighter community. It is a proud moment for 10 FTTS as a whole and the commanding officer, Major Jim Heebner, says he looks forward to the challenges ahead.



PTC EVE RICHARDSON

10 FTTS Bagotville Detachment commander Capt Jean-Baptiste Michon, 10 FTTS Cold Lake commanding officer Maj Jim Heebner and 3 Wing Bagotville, Que. commander Col Pierre Ruel cut the ribbon to officially open the detachment.

NEW NAME – CHANGED GAME



ACSOs, formerly air navigators, such as Capt Annie Maheux of 413 Search and Rescue Squadron, 14 Wing Greenwood, N.S., will see changes to their military occupation in the coming months.

New name for air navs

As of January 2009, air navigators have been redesignated as air combat systems officers (ACSO) to more accurately reflect their current and future operational duties and responsibilities.

“By creating misleading impressions of the skills, knowledge and capabilities possessed by members of the occupation, the outdated name could potentially hamper recruiting and retention and may be adversely affecting force structure planning decisions,” says LGen Watt.

In addition to accurately portraying the occupation, a new name had to reflect an aircrew occupation with a warrior spirit. Eight options were considered, and in consultation with members of the occupation, “air combat systems officer” (ACSO) was chosen.

The current air navigator wings will be retained as they still accurately represent the occupation and have a strong Air Force heritage. However, the CF School of Air Navigation (CFANS) will be renamed at a suitable time.

Rapidly changing technology

With the introduction of new equipment and rapid technological advancements, the role of the ACSO has evolved far beyond the traditional tasks of actual airborne navigation. Indeed, most air navigation tasks are now accomplished almost exclusively by automated systems. Over time, the occupation has adapted to changes in Canadian Forces operations, priorities and technology. Today, ACSOs occupy vital crew positions in long-range patrol, maritime helicopter, air mobility (tactical air-to-air refueling, fixed wing search and rescue) and combat support training (electronic warfare) aircraft.

However, significant changes are on the horizon. In the Air Force of the future, some roles will be added for ACSOs while others will cease completely.

Unmanned aerial vehicles

Unmanned aerial vehicle (UAV) operations present a new opportunity for the ACSO occupation. ACSOs already have a large portion of the fundamental background acquired through training and operational flying experience, they are a natural fit to lead a UAV crew. These “credentials” include the necessary air sense, tactical decision-making experience, practical knowledge of air regulations and orders, and familiarity with remote sensor

operations. As such, Chief of the Air Staff, Lieutenant-General Angus Watt, has directed that air ACSOs will lead UAV operations in the future.

A "training needs analysis" will determine any gaps in knowledge and/or skills, and selected members will begin training in spring of 2009 to obtain a CF UAV instrument rating. Aircraft-specific training on the CU-170 Heron should begin in the summer of 2009, while deployments to theatres of operation may begin as early as December 2009. These roles continue to be refined as the Air Force develops expertise in the new and emerging field of UAVs.

CP-140 acoustics sensor operators

Changes to the occupation will also occur when acoustic sensor operations in the CP-140 Aurora's anti-submarine role are transferred to airborne electronic sensor operators (AES Ops) beginning next year. CP-140 acoustic sensor operators are currently drawn from the ACSO occupation and operate the only CP-140 sensor


not operated by AES Ops. This acoustics capability remains important, and emerging technology will increase capability while simplifying operation. Current fleet activity levels and officers' posting cycles make it increasingly difficult to develop and maintain acoustics expertise. Transferring CP-140 acoustics to non-commissioned members in the AES Op occupation will provide an effective mechanism to maintain and almost certainly improve operational capability.

Transport roles

Although the new C-130J Hercules aircraft that will be introduced in 2010 will not have an ACSO position on board, the Air Force will continue to fly some of our current CC-130 E- and H-model Hercules in the search and rescue (SAR) and tactical air-to-air refueling (AAR) roles. They will require ACSOs until these legacy Hercs are retired sometime around 2017. As well, ACSOs have been added to CC-150 Polaris (Airbus A310) crews in the strategic AAR role.

Intelligence, surveillance and reconnaissance

ACSOs will maintain a key role in intelligence, surveillance and reconnaissance (ISR). Maritime and overland ISR continues to be a CF priority and represents a growth industry through continued use of the CP-140 Aurora, as well as with the introduction of UAVs and with the eventual acquisition of the Canadian multi-mission aircraft, in the longer term.

Air navigators proved themselves adaptable, agile and operationally-focused throughout the history of the Air Force. Now, as ACSOs, they will continue to be at the forefront of Air Force operations and innovative transformation well into the future. 



CC-130 Hercules navigator, left Capt Dave Stubbs, and Capt Max Dares, pilot, review their flight plans during Exercise Green Flag at Little Rock Air Force Base, Arkansas in late 2008.

AIR FORCE FOCUSES ON SOLDIER SKILLS

Canadian Forces deployments to Afghanistan have highlighted the need for all CF personnel, including those in the Air Force, to be prepared for the contemporary operational environment. Since Afghanistan is probably representative of future deployments, personnel in common ("purple") occupations that are common across all three commands – Navy, Army and Air Force—and other non-Army occupations will continue to play an increasing role.

For their own safety, security and operational effectiveness, Air Force personnel need the basic soldiering skills to integrate seamlessly into Army operations.

The primary mechanism for preparing CF junior leaders is the Primary Leadership Qualification (PLQ), which is a prerequisite for promotion to the rank of Master Corporal. The CF "common version" of the course is delivered by the Air Force (at 16 Wing Borden, Ont.) and the Navy (at Esquimalt, B.C., Halifax, N.S. and Quebec City, Que.) to personnel in Air Force, Navy and CF common occupations. Army members, on the other hand, take the Army version of the course that incorporates Army environmental training.

New leadership course

In order to better prepare our junior leaders, both the Air Force and Navy began delivery of an Enhanced Primary Leadership Qualification (E-PLQ) this fall. This 36-day course now includes a new three-day force protection segment, focusing on defensive security operations and section/personal reaction to security threats.

Some Air Force occupations as well as some common occupations have demonstrated an even greater need for land-centric training in order to prepare their personnel for regular participation in ground-based operations.

For example, all military police and intelligence personnel – officers and non-commissioned members (NCMs) – will follow Army-based training throughout their careers.

Some of the courses that will be required for common NCM occupations and for selected Air Force NCM occupations are the Soldier Qualification and the Army version of the PLQ; as well as the Common Army Phase for officers.

Basic environmental training

The 20-day Soldier Qualification is conducted at Army training centres and provides basic Army training at the beginning of an NCM's career. It is designed to provide NCMs with the theoretical knowledge, practical experience, individual skills, and confidence required to shoot, move and communicate at the section level. (A section is the most basic organization in the Army, consisting of approximately 10 personnel.)

The Army version of the PLQ combines the common CF Primary Leadership Qualification course and incorporates additional Army environmental training. It is delivered through a combination of unit level training, distance learning, as well as a 27-day on-site course conducted at Army training establishments. For those members not serving in Army units, a 50-day classroom version is also available.

As the Army training capacity increases, the Soldier Qualification and the Army's PLQ will be available to aerospace telecommunications and information systems (ATIS) technicians and to all Canadian military engineer NCMs, including Air Force occupations (refrigeration and mechanical technicians; electrical distribution technicians; electrical generation systems technicians; plumbing and heating technicians; water, fuels and environment technicians; and construction technicians). In addition, the Air Force mobile support equipment operators (i.e., drivers) will take the Army's PLQ.



Members of the Air Force participate in various simulated emergencies as part of their professional leadership qualification courses.

Construction engineer officers already take Common Army Phase training. This Army course is taken prior to occupation training and is designed to provide the officers with the theoretical knowledge, practical experience, individual skills and confidence required to lead at the tactical level. It is delivered through five modules of 10 training days. Some modules can be delivered at the member's unit but the majority are conducted at one of the Army training centres. As the Army increases training capacity, Air Force communications and electronics officers (CELE Air) will also take this training.

LEADERSHIP PROGRAMS CHANGE



ELP and SAP

Two new programs are replacing the Executive Leadership Program for generals and flag officers and the chief warrant officers and chief petty officers (1st class) who work directly for them. The new program for brigadier-generals/commo-dores and major-generals/rear-admirals will meet each officer's professional development needs based on his/her previous experience, education and current and predicted appointments.

Meanwhile, a Senior Appointment Program (SAP) is in development for chief warrant officers and chief petty officers (1st class) who are selected for senior command appointments at the strategic level. It will likely be a week long and conducted at the Canadian Forces College in Toronto, Ont. The final Executive Leadership Program, as well as the pilot version of the SAP, will be conducted in 2009. Both new programs will start in 2010.

National Security Program

In September 2008, the National Security Program (NSP) replaced the Advanced Military Studies Program and the National Security Studies Program.

Two new programs are replacing the Executive Leadership Program for generals and flag officers and the chief warrant officers and chief petty officers (1st class) who work directly for them. Some of the training will take place at the Canadian Forces College in Toronto, Ont.

The new NSP is a 10-month program at the College for selected colonels and naval captains, as well as international military officers, DND executives and civilians from other government departments and agencies. The aim of the NSP is to prepare all participants for employment as strategic-level leaders and managers, and to prepare military officers as operational-level joint task force commanders and senior staff.

Joint Command and Staff Program

Changes to the Joint Command and Staff Program (JCSP) in Toronto, Ont. – still commonly referred to as “staff college” – are designed to give more Regular and Reserve Force officers the education needed for the future security environment.

Changes include adding another 10-student syndicate (a study group) to the JCSP residential program and the introduction of a two-year distance-learning (DL) version.

In order to reduce the age of candidates attending JCSP, the requirement for a major to have entered the promotion

zone to lieutenant-colonel/commander was removed. It is anticipated that a greater number of majors will thereby be selected to attend the JCSP.

The new DL course, called JCSP (DL), is being offered this year to 140 Regular and Reserve Force officers. The two-year DL qualification will be equal to the already existing year-long in-house program held at the College. Next year, the DL course is expected to grow to its planned size of 200 students, which will serve to significantly increase the number of senior officers who are staff college-trained.

The first year of the DL program is built upon the former Reserve course (previously called Joint Reserve Command and Staff Program). The second year of the program will add security and international affairs, while enriching the military and planning operations curriculum to promote increased competency in campaign planning.

Two phases of the two-year JCSP (DL) program will be held at the staff college in Toronto, Ont.: one in the fall at the beginning of the program and a two-week phase in July at the end of the first year. Some additional in-house periods may occur during the second year.

Options for reservists

Reservists have the option of continuing with the second year of the DL curriculum, which will give them the Regular Force qualification. However, completing only the first year of the program will still grant them the equivalency of the former reserve qualification, which remains a pre-requisite for promotion to lieutenant-colonel in the Air Reserve.



Seniors officers and civilians at the Canadian Forces College in Toronto, Ont.

CYCLONE TAKES FIRST FLIGHT




SIKORSKY

The first Canadian CH-148 Cyclone helicopter, being developed by Sikorsky Aircraft Corporation as a replacement for the CH-124 Sea King helicopter fleet, successfully completed its first flight at Sikorsky's Development Flight Center in Florida on Nov. 15, 2008.

The helicopter was steered by Sikorsky test pilots using state-of-the-art, fly-by-wire technology. The aircraft hovered and

accomplished low-speed handling tasks including forward flight at speeds reaching 30 knots, and sideward and rearward manoeuvres. The helicopter, tail no. 801, will continue to undergo a series of increasingly demanding flight tests leading up to certification and production deliveries. Once operational, the CH-148 Cyclone will conduct surface and subsurface surveillance and control, utility, and search

Canada's first CH-148 Cyclone takes its first flight.

and rescue missions and provide provide tactical transport for national and international security efforts. It will help fulfill the Canadian Forces' operational demands well into the 21st century. Sikorsky will build 28 CH-148 helicopters for the Air Force. 

MI-8 HELICOPTERS DELIVER SUPPLIES




CPL ANDREW SAUNDERS

A Canadian-contracted Mi-8 helicopter prepares to depart Kandahar Air Field carrying supplies to troops in Canadian forward operating bases in Kandahar Province.

Canadian-contracted Mi-8 medium-lift helicopters lifted off from Kandahar Air Field carrying valuable supplies to troops in Canadian forward operating bases in Kandahar Province. The flights on Nov. 17 marked the first time these aircraft had been employed under a new contract that increased the air capability of Joint Task Force Afghanistan (JTF-Afg).

According to Bob Waring, Project Manager for the Toronto-based Sky Link, the contracted Mi-8 helicopters are ideally suited for operations in Afghanistan. "It is a very versatile aircraft with extremely good capability for high, hot and heavy operations which is what we are looking at doing here," he said.

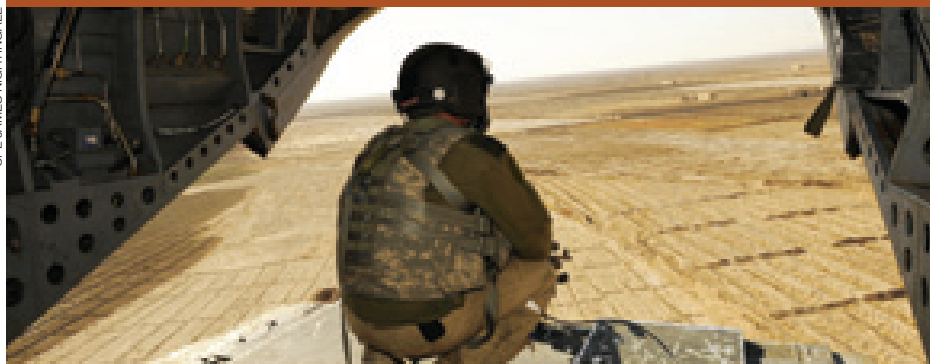
"It's an austere and difficult environment but we've got the airframes and we've got the crews that are up to the task," he continued. "We have the best of intelligence, the best of coordination, the best of communications, so through that, we are able to do what we need to do." 

8 WING TRENTON EXPANDS

Construction abounds at 8 Wing Trenton as \$500 million in infrastructure upgrades is underway. Last September, Defence Minister Peter MacKay announced several expansion projects including construction of a new facility to accommodate the relocation of Joint Task Force 2, rebuilding and construction of new taxiways, ramps and aprons as well as several new maintenance hangars to accommodate growing strategic and tactical airlift capabilities. 8 Wing is home to Canada's new CC-177 Globemaster III strategic airlifters. 

AIR WING TAKES TO THE SKIES OVER KANDAHAR

CPL JAMES NIGHTINGALE



A machine gunner is ready for action on the back ramp of a Canadian D-model Chinook helicopter, during operations training, with members from Joint Task Force Afghanistan (JTF-Afg) Air Wing, from Kandahar Airfield, Afghanistan.

Several hundred men and women of the new Joint Task Force Afghanistan Air Wing units executed their drill movements with precision and pride, knowing that they were opening a new volume of Canada's Air Force history.

They were on parade in Kandahar, Afghanistan for the ceremony marking the establishment of the new Wing on Dec. 6, 2008.

"We are very proud to be standing up this new Air Wing and to be participating in Canada's effort in Afghanistan," said the Wing Commander, Colonel Christopher Coates. "Our air and ground crews are experienced, skilled and enthusiastic about being members of this new unit. They have trained hard to deploy here, and will continue to build and refine their skills in theatre so as to provide important, enhanced support to our fellow Canadians and our Afghan and ISAF partners on the ground."

The Air Wing's mission is to conduct flying operations that are integrated into the NATO-led International Security Assistance Force (ISAF) efforts in Regional Command (South), Afghanistan.

New air assets for Kandahar

At full strength, the Air Wing will comprise about 450 personnel, 200 of whom were already in theatre, serving with the Theatre Support Element in the Persian Gulf region and the Tactical UAV Flight at Kandahar Airfield.

The Air Wing includes six CH-147 D Chinook medium-to-heavy-lift helicopters

recently purchased from the U.S. government, CU-170 Heron unmanned aerial vehicles (UAV) leased from MacDonald Dettwiler and Associates of Vancouver, B.C., eight CH-146 Griffon helicopters and the three CC-130 Hercules already in theatre. The wing commander also controls six civilian Mi-8 medium-lift helicopters that have been chartered commercially for a year.

Until now, Canada has shared helicopter airlift resources with NATO allies, calling on pooled resources when needed. The new Canadian helicopters are under Canadian command but will also be in the NATO pool. Nevertheless, Canadian requirements will be addressed in concert with NATO to ensure that Canadian needs are met.

The existing Sperwer A tactical UAVs will remain in use, but will be gradually phased out as the Heron becomes fully operational.


Demanding operational mission

"[This will be] one of the most demanding operational missions that Canada's tactical aviation community has ever participated in. It will expose our personnel to demanding conditions, increased risks, deadly threats and an enemy who is brutal and tenacious," said Col Coates. "It will see us utilize brand new equipment and apply new operating techniques and we are working hard to ensure that the mission is a success."

"We are honoured by the opportunity to work alongside Canada's Army and our Allies in Afghanistan, helping bring peace, security and stability to a people who are in need of and appreciate our efforts."

Air Wing responds to Manley Report requirements

The Air Wing is the result of action taken by the Government of Canada to address the requirements outlined by the *Manley Report*, released last year, for the continuation of Canada's mission in Afghanistan. These requirements included, among others, the acquisition of a medium-lift helicopter capability and high performance UAVs before February 2009.

The transportation capability provided by the Chinooks, the armed escort capabilities of the Griffons and the intelligence, surveillance and reconnaissance provided by the Herons will contribute to the reduction of risk to Canadian troops and government employees from ambushes, land mines and improvised explosive devices. 

HIGHER, FASTER, LONGER


High performance UAVs provide an indispensable surveillance and intelligence gathering capability that can be used in a variety of operations.

Currently the information gathered by the Canadian Forces' tactical UAVs is in high demand in Kandahar. The new and more advanced Heron can fly faster, higher and longer than any UAV employed in the Canadian Forces and offers more sophisticated functions.

It will provide critical intelligence, surveillance and reconnaissance (ISR) information and target acquisition that will assist commanders in planning operations.

The Heron is expected to help reduce the number of insurgent attacks, and could be used to scout out convoy routes and other areas, scan for insurgents or use sensors to observe Taliban planting improvised explosive devices.

Warrant Officer Dave Reid, an airborne electronic sensor operator (AES Op) from 14 Wing Greenwood, N.S. and part of the 35-member UAV detachment, says operating the Heron is perfectly suited to Air Force expertise.

"Flying is what we do for a living," said WO Reid. "We specialize in tracking things over a long period of time – looking for a needle in a haystack if you will – and performing strategically. Information really is power these days. The Air Force is there to provide that information and assist the Army." 

THE AIR FORCE IN AFGHANISTAN

CPL JAMES NIGHTINGALE



A CH 147 D Chinook medium-to-heavy-lift helicopter on the tarmac behind soldiers and air personnel during the parade marking the stand-up of the Joint Task Force Afghanistan Air Wing at Kandahar Airfield.

The Air Force is taking air power in Afghanistan to the next level. While our presence in Afghanistan since 2001 has been primarily in the areas of air transport and surveillance, the era of tactical helicopter operations has begun.

Lieutenant-Colonel Tom Hughes, J3 Air with the Canadian Expeditionary Force Command in Ottawa, Ont., says “the evolution of Canadian air capabilities will now provide the commander of JTF-Afg with integral aviation, intelligence surveillance and reconnaissance, and transport assets for a more complete task force that includes air power, instead of relying on other nations for such critical functions.”

A timeline

- **October 8, 2001** – The Minister of National Defence announces the first Canadian Forces commitments to the Persian Gulf Region under Operation Apollo, which involves about 2,000 Canadian Forces members.
- **October 8, 2001** – HMCS *Halifax* receives orders to leave the NATO Standing Naval Force Atlantic and sail to the north Arabian Sea to join the coalition fleet, thus becoming the first

Canadian unit in the campaign against terrorism. Most of the ships that serve with the Canadian Naval Task Group in the Persian Gulf region have an embarked CH-124 Sea King helicopter, with flight crews and maintenance crews each comprising about 20 Air Force personnel. Shipborne helicopters perform a wide range of tasks – including reconnais-

sance, replenishment, transport and escort – that are essential to the operations of a naval task group.

- **November 16, 2001** – The Strategic Airlift Detachment deploys from 8 Wing Trenton, Ont. with a CC-150 Polaris (Airbus A310) long-range transport aircraft and about 40 CF members, including three flight crews and one air-cargo handling team. The detachment logs about 600 flying hours moving approximately 3.5 million kilograms of cargo and more than 2,300 passengers. Its tasks include medical evacuation, sustainment and re-supply, rapid delivery of operationally required items and movement of personnel into the theatre of operations.
- **December 27, 2001** – The Minister of National Defence announces the deployment to the Persian Gulf region of two CP-140 Aurora aircraft with about 200 Air Force personnel, including flight crews and support personnel. Their mission – to deliver reconnaissance and surveillance support to the Canadian Naval Task Group.
- **January 21, 2002** – An advance party of the Tactical Airlift Detachment (TAL Det) departs Canada for southwest Asia to prepare the infrastructure required to operate three CC-130 Hercules transport aircraft from the Theatre Support Element (TSE) in the Persian Gulf Region. Four days later, the main body of the TAL Det deploys with the aircraft and about 180 Air Force personnel, most of them from 8 Wing Trenton, Ont. The mission of the TAL Det is to

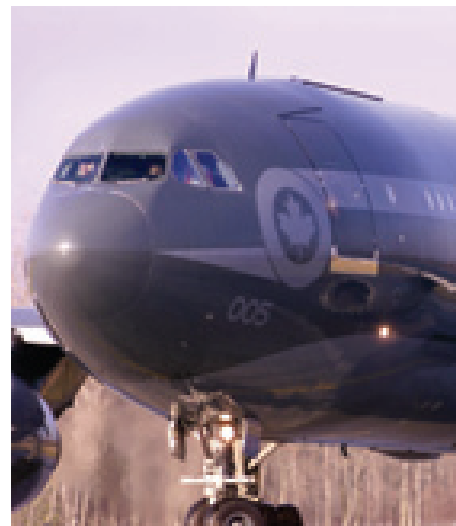


CPL ANDREW SAUNDERS

The first flight of a CH-146 Griffon at Kandahar Airfield on Dec. 20, 2008. The Griffon is being used by the new Task Force Afghanistan Air Wing.

support coalition forces by transporting military personnel, equipment and cargo between destinations in the theatre of operations, including Afghanistan.

- **May 20, 2002** – The Strategic Airlift Detachment ceases operations and returns to 8 Wing Trenton, Ont.
 - **June 19, 2003** – The CP-140 Aurora detachment conducts its last mission in support of the coalition fleet, having completed 500 missions and logging more than 4,300 flying hours on Op Apollo.
 - **August 16, 2003** – The TAL Det at the TSE is re-named the Tactical Airlift Unit and its efforts are refocused on Op Athena.
 - **October 26 - November 7, 2003** – More than a dozen members of the Air Force deploy to Afghanistan to take part in the first rotation implementing and operating the CU-161 Sperwer tactical unmanned aerial vehicle in support of Op Athena.
 - **July 13, 2005** – The Air Force conducts an airdrop re-supply mission for troops engaged in combat operations for the first time since the Korean War (1950-1953). A CC-130 Hercules tactical airlift aircraft carries out this historic mission.
 - **August 30, 2007** – The first CC-177 Globemaster III to enter service in the CF delivers its first load of supplies into Afghanistan.
 - **August 7, 2008** – A two-year lease for the Heron unmanned aerial vehicle is awarded to MacDonald Dettwiler and Associates of Vancouver, B.C.
 - **December 6, 2008** – The Joint Task Force Afghanistan Air Wing is officially established in Kandahar.
 - **December 2008 - February 2009** – Additional air assets and personnel move to Afghanistan, prepare for, and begin operations within the Air Wing.
- For more on CF operations, visit www.airforce.gc.ca, www.cefc.com.forces.gc.ca or www.canadacom.forces.gc.ca.



The first air transport contribution to the campaign against terrorism, a CC-150 Polar (Airbus A310), leaves 8 Wing Trenton on November 16, 2001.

OPS AND EXERCISES

Greenwood SAR

Three men were rescued from a barge 25 nautical miles north west of Yarmouth, N.S. on Nov. 19 by a CH-149 Cormorant helicopter from 413 (Transport and Rescue) Squadron based at 14 Wing Greenwood, N.S. A CC-130 Hercules transport aircraft from the squadron provided on-scene assistance. The three men on the *Shovel Master*, all wearing survival suits, were each hoisted from the sea by search and rescue technicians, Master Corporal Julien Gauthier and Sergeant André Hotton. Listen to MCpl Gauthier's account of the rescue at www.airforce.gc.ca/14wing/news/releases. ►

The barge, photographed from the CC-130 Hercules, with the CH-149 Cormorant arriving on scene.





Top Left: Soldiers from 33 Canadian Brigade Group unload supplies from a CC-138 Twin Otter aircraft at Kimmirut, Nunavut, during Op Nanook.

Top Right: A CC-138 Twin Otter and HMCS *Toronto* patrol Frobisher Bay near Iqaluit, Nunavut, at sunset during Op Nanook.

Op Nanook

Air Force personnel from 405 Maritime Patrol Squadron at 14 Wing Greenwood, N.S. and 440 Transport Squadron in Yellowknife, N.T. participated in Operation Nanook 2008 last August, a sovereignty operation in Canada's eastern Arctic involving personnel and resources from the Navy, Army, Air Force and Nunavut Territorial and federal government departments. Op Nanook was a joint and integrated operation to demonstrate sovereignty and interoperability in Canada's North.

Exercise Rim of the Pacific

Exercise Rim of the Pacific (RIMPAC) is a biennial, multi-national, month-long exercise in Hawaii that brings together military partners from around the world. Air Force participation in 2008, was one of the largest tying with Japan for second behind the United States. This included two CP-140 Auroras, six CF-18 Hornets, one CC-130 Hercules and one CH-124 Sea King (aboard HMCS *Ottawa*), with a total of 194 aircrew and technicians. The militaries of 10 nations participated in the exercise, including 35 ships, six submarines, more than 150 aircraft and 20,000 sailors, soldiers and airmen and airwomen.



Technicians from 409 Tactical Fighter Squadron, 4 Wing Cold Lake, Alta. wait for a CF-18 to depart for a mission during RIMPAC.

Operation Alouette Mobile

Almost 300 members from 3 Wing Bagotville, Que. deployed to 14 Wing Greenwood, N.S. for Operation Alouette Mobile in September. The operation was designed to prepare all members, military and civilian, for upcoming deployments and NORAD commitments. On Jan. 1, 2009, 3 Wing took over "Vanguard duty", that is to say they became the first responders should the Air Force be asked to deploy CF-18 fighter anywhere in the world. During the peak of activity during Alouette Mobile, members of 425 Tactical Fighter Squadron from Bagotville, Que. clocked 484.5 flying hours and 246 training flights.



A CF-18 flies over the Annapolis Valley, N.S. during Op Alouette Mobile.

For more about these and other Air Force operations and exercises visit the "News Room" at www.airforce.gc.ca

The Air Force family was grieved to learn of the deaths of Snowbird pilot Captain Bryan "Mav" Mitchell and photographer Sergeant Charles "Chuck" Senecal who died during a photo flight on Oct. 9, 2008 when the CT-114 Tutor aircraft from 431 (Air Demonstration) Squadron in which they were flying crashed near 15 Wing Moose Jaw, Sask. Their passion, their professionalism and their experience will be missed by all who knew them.

"We were all deeply saddened at the loss of these great friends, amongst them an extraordinarily talented pilot from our home team back in Moose Jaw," said Major Rob Mitchell, commanding officer, Canadian Forces Snowbirds. "Captain Mitchell was extremely proud to be a member of the Snowbird Team and the Canadian Forces. It was truly a dream come true for him to have been selected by the Snowbirds. Sergeant Senecal had a long and rewarding career as a photographer in the Canadian Forces. His *joie de vivre* was contagious and made a difference in the lives of people around him. They will be sorely missed."

IN MEMORIAM



Capt Bryan "Mav" Mitchell (left) and Sgt Chuck Senecal (right) died during a Snowbirds' training flight on Oct. 9, 2008.

HEROIC RESCUE BY TRENTON TRAFFIC TECHNICIAN



Pte Gabriel Proulx at work on the CC-177 Globemaster III at 8 Wing Trenton, Ont.

Without concern for their own safety, three motorcyclists, including Private Gabriel Proulx, a traffic technician with 2 Air Movements Squadron at 8 Wing

Trenton, Ont., battled flames and the risk of explosion to rescue three people from a burning car last June near Napanee, Ont.

The victims, a man, a woman and a teenager, were on fire when the rescuers tried to pull them from the vehicle. The teenager in the back of the car managed to climb out by himself, but the driver and passenger seemed unable to free themselves. At that point Pte Proulx and his friends, David Byrd and his son, Mike, started yelling at the man and woman to get out of the car. By this time, more than half of the car was engulfed in flames. Both managed to free themselves although parts of their body were in flames, burning intensely as the rescuers covered them in blankets to smother the flames.

"If you stop and start thinking you're not going to do anything. The only thing I think of now is what I could have done better," said Pte Proulx.

8 WING TRENTON COMMENDED


Chief of the Defence Staff, General Rick Hillier, presented 8 Wing Trenton, Ont. with a Canadian Forces Unit Commendation last May for its work in support of repatriation ceremonies for Canada's fallen soldiers. The citation read in part: "*The collective professionalism, dedication and attention to detail shown by the members of 8 Wing was instrumental in refining the Repatriation Ceremonies and in comforting the grieving families of the fallen soldiers. Through their leadership, commitment and selfless actions, the members of 8 Wing have brought great credit to the Canadian Forces.*"

REMEMBERING HCOL FOX

WO SERGE PETERS


WO SERGE PETERS



The Air Force mourned the passing of Second World War Spitfire pilot, 412 (Transport) Squadron Honorary Colonel Charley Fox, DFC with bar, who died unexpectedly on Oct. 18 at 88. "Charley was an extraordinary Honorary Colonel for us at 412 Squadron – not just because he was a legendary hero who flew Spitfires with the 412 'Falcons' in the war, but because he genuinely loved every one of us and our families and went to such great pains to get to know us personally. The *esprit de corps* he instilled in my squadron will live on in each of us," said Lieutenant-Colonel Eric Volstad, commanding officer of 412 (T) Sqn. 

HCol Fox's uniform in front of a Spitfire at a 412 Sqn memorial service in Ottawa.

U.S. MEDAL AWARDED


Major Robert Paxton, who works at the Air Staff in Ottawa, was recently awarded the United States Meritorious Service Medal for his work at North American Aerospace Defense (NORAD) Command Headquarters in Colorado Springs, Col. from 2004–2008. The U.S. government bestowed the honour to recognize Maj Paxton's "leadership, professional skill and ceaseless efforts" in bringing together the United States Joint Capabilities section and the Canadian Defence Planning Management Systems. 

DND



Maj Robert Paxton receives his award at National Defence Headquarters in Ottawa, Ont.

MALMSTROM AFB RECOGNIZED

Malmstrom Air Force Base, Mont. received a Chief of the Defence Staff Commendation for its work following the death of Snowbird pilot Captain Shawn McCaughey in a aircraft crash in May 2007. 341st Space Wing Commander Colonel Sandy Finan accepted the medallion and flag on behalf of the base. Malmstrom is only the fifth unit outside of the Canadian Forces to receive the CDS Commendation. Capt McCaughey was killed during a Snowbird practice session at the base as the team was preparing for an air show the following day. 



DND


Lieutenant-General Charlie Bouchard (right) greets Snowbird pilots Capt Brett Glaeser and Capt Mark LaVerdiere (shaking hands) at Malmstrom AFB.

AIR FORCE AT WORK IN CAMEROON


From 2002 to 2007, aerospace controller Captain Ed Smith, from 22 Wing North Bay, Ont. led a team of Canadian and American military members to Cameroon, Africa for an adventure training exercise that would help bring fresh water and build essential medical clinics and schools in the country's poorest regions.

Exercise Cameroon Highlander also involved a small Cameroonian military contingent and incorporated friendly sports competition.

Although the annual exercise ended in 2007, Capt Smith and a few military members from 22 Wing returned to Cameroon in 2008 on their own time. As they conducted their humanitarian activities, they learned of an ongoing strike where local citizens were protesting against high fuel and food costs. Soon, the strike turned violent.

Feeling that support might be required to ensure the security of Canadians in the country, Capt Smith approached the commanding officer of Cameroon's 21st Battalion and was told "If Canadians are in trouble, the Cameroonian military is here to help." This assistance included safely transporting two groups of Canadians to the airport as well as two other women from Alberta, who had also been stranded by the violence. 

AIR FORCE ATHLETES OF THE YEAR

Master Corporal Jim Sandall and Captain Tammy Hiscock have been named the male and female Air Force athletes of the year. MCpl Sandall is a world-class marksman while Capt Hiscock is a runner, clocking 80 kilometres a week and competing in every kind of race from a standard five kilometre race to the grueling marathon. 



(left): Capt Tammy Hiscock.




(right): MCpl Jim Sandall

AIR FORCE ASSOCIATION HONOURS EXCELLENCE



MCpl Nicholas Soulis, Air Person of the Year, at his home unit, 42 Radar Squadron, 4 Wing Cold Lake, Alta.

The Air Force Association of Canada (AFAC) presented its annual awards of excellence to members of the Air Force at the AFAC Annual General Meeting in Montreal, Que. in October 2008.

- Master Corporal Nicholas Soulis, aerospace control operator, 12 Radar Squadron, 4 Wing Cold Lake, Alta.: Air Marshall C. Roy Slemon Award, Air Person of the Year.
- Sergeant Mark O'Neil, an aircraft technician, 400 Tactical Helicopter Squadron, 16 Wing Borden, Ont.: F/L D.M. Grant, DFC Award, Air Reservist of the Year.
- 429 Transport Squadron, 8 Wing Trenton, Ont.: the Gordon R. McGregor Trophy for outstanding and meritorious achievement in air transportation.
- 103 Search and Rescue Squadron, 9 Wing Gander, Nfld.: the Mynarski Trophy for excellence in search and rescue operations.
- HMCS *Charlottetown* Helicopter Detachment, Operation Altair: the Air Marshall W.A. Bishop, VC, Memorial Trophy for excellence in operations other than air transportation and military search and rescue.
- Air Force personnel serving on Airborne Warning and Control System aircraft with the NATO Airborne Early Warning Force in Geilenkirchen, Germany and with the United States Air Force: RCAF Golden Hawks Trophy for contributions to military aviation in Canada.
- Transportation Safety Board: J.A.D. McCurdy Trophy for outstanding achievement in civil aviation.
- Michael Potter, Vintage Wings of Canada: Special award of recognition for his outstanding contributions to the preservation and recognition of Air Force heritage.
- United States and Canadian Forces personnel serving in NORAD: Inaugural North American Aerospace Defence Award. 

SQUADRONS CELEBRATE BATTLE HONOUR

MCP L DANIELLE BERNIER



A Canadian CF-18 Hornet fighter jet takes off from Aviano Air Base in Italy for a mission over the Former Republic of Yugoslavia during Op Allied Force in 1999.

In December 2007, Governor General Michaëlle Jean awarded the battle honour Kosovo to the two lead Air Force squadrons that participated in NATO's Operation Allied Force over Kosovo in 1999. The honour, given for extraordinary effort in combat, ensured that members of 441 Tactical Fighter Squadron from 4 Wing Cold Lake, Alta. and 425 Tactical Fighter Squadron from 3 Wing Bagotville, Que. cemented their place in military history.

The Air Force squadrons marked the honour with formal ceremonies last autumn. In Alberta, members of 441 Squadron held a parade in September 2008 on the flight line at 4 Wing to accept the honours. Though the squadron was disbanded under Air Force transformation, former members came together once again to celebrate their efforts.

The following month, 425 Squadron officially accepted its battle honours during a parade at 3 Wing.

"We did what we were told to do, fearlessly," said Major Kirk Soroka, a fighter pilot who served in the operation.

Chief of the Air Staff, Lieutenant-General Angus Watt, who attended both ceremonies, acknowledged the teamwork displayed by squadron members.

"We are here today to remember the teamwork and the accomplishments," he said. "This is a special kind of honour because it [recognizes] the achievement of the team. This is a great day, long overdue and very well deserved." ►



Maj Kirk Soroka, a fighter pilot now posted to 409 Squadron, 4 Wing Cold Lake, Alta.

MCP L JO-ANNE VERREAU

Battle honours are a long-standing British and Canadian military tradition. They are awarded for active participation against a formed enemy, and are bestowed only by royal authority under the rarest of circumstances.



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DISCLAIMER: ADVANCE

They have literally gone *Through adversity to the stars* – and beyond. The Air Force has been a proud part of Canada's aviation history since nearly the beginning, and the future is looking bigger and brighter than ever. ►



ROYAL CANADIAN MINT



One of Canada's first military aviators was Lieutenant William F. Sharpe who joined the Canadian Aviation Corps in September 1914. He accompanied the first contingent overseas for advanced training for the First World War but was killed in a flying accident in England on Feb. 4, 1915, the first of more than 1,500 Canadian airmen who gave their lives in the First World War.

Centennial of Flight Celebrations

The Department of National Defence, represented by the Air Force, is one of 17 member organizations for the Canadian Centennial of Flight Project. At the national level, the Canadian Centennial of Flight Project was envisioned as a way to provide support to Canadians who want to make the 100th anniversary of the first flight in Canada an opportunity to celebrate. Celebrations include a commemoration in Baddeck, N.S. on the date the Silver Dart flight took place – Feb. 23 – a

commemorative stamp from Canada Post, a commemorative coin from the Royal Canadian Mint, the declaration of Feb. 23, 2009 as National Aviation Day and performances across Canada by Hawk One.

More celebrations and special events – large and small, military and civilian – will take place throughout the year and across the country, involving communities, civilian aerospace organizations, the Canadian Forces, businesses and Canadians.

For more information, visit www.airforce.canadiancentennialofflight.ca.

HAWK ONE TAKES TO THE SKIES

A fighter aircraft that enabled thousands of Canadian air and ground crews to fight the menace of the Cold War has come back to life and has flown once again as part of the Canadian Centennial Of Flight celebrations.

A legendary Canadair F-86 Sabre, known in its time as the premiere fighter aircraft of its type, has been fully refurbished at the hands of volunteer technicians and will fly this summer as part of the "Hawk One" project to commemorate the centennial. The aircraft was purchased by Vintage Wings of Canada of Gatineau, Que. and will be flown and maintained by a team of volunteers. It will fly with the Snowbirds during the 2009 show season.

The aircraft has been painted in the colours of the RCAF Golden Hawks aerobatic team that flew for five air show seasons beginning in 1959. Hawk One was unveiled on Sept. 20 at the Vintage Wings of Canada facility where volunteer military and civilian technicians had been meticulously restoring the aircraft and making it airworthy.

The Hawk One project represents a unique relationship between the Department of National Defence and Vintage Wings of Canada. Vintage Wings purchased the aircraft, the Air Force possessed the obvious technical expertise among its roster of qualified aircraft technicians while the Director General Aerospace Equipment Program Management provided its knowledge to the technical airworthiness process.

"This whole project has been a dream come true," says MWO Dave Scharf of the Aerospace Engineering and Test Establishment at 4 Wing Cold Lake, Alta. "A project like this only comes about once in a lifetime."

Visit www.hawkone.ca for more information.

MORE INFORMATION ON THE AIR FORCE WEBSITE!

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

