

AIR FORCE

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# CREWBRIEF

AIR SHOW SEASON UNDERWAY

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National  
Défence

Défense  
nationale

Canada

# THE RACE CONTINUES

Within a few very short months, my time as Chief of the Air Staff and Commander of Air Command will come to a close. On October 1st, I will pass command to Major-General André Deschamps upon his promotion to Lieutenant-General, and take my retirement after 37 years of service in the Canadian Forces.

Thus, this will be the last 'CAS Message' I pen in *Crew Brief* and, as is usual at these times, it is an opportunity to look at both the past and the future.

The past 37 years and, in particular, my time as Chief of the Air Staff has been quite an adventure.

## A relay race

For my own part, I view the job of CAS as analogous to a relay race, rather than a marathon or a sprint. By a relay race, I mean Chiefs of the Air Staff take the 'baton' – the job – from their predecessor and eventually pass it to their successor, hopefully in better shape than they found it. During my tenure, I tried to make the Air Force a better organization, a better workplace and a more effective operational entity of the Canadian Forces.

Some of the initiatives that my predecessor started, I finished. Many of the initiatives that I have started will be completed by my successors. For instance, my predecessor, LGen Steve Lucas, began the acquisition of our strategic airlifter, the CC-177 Globemaster III. I was privileged to take delivery of this marvellous aircraft as one of my first official duties as CAS. Similarly, the contract for the acquisition of new C-130J Hercules was put in place a year and a half ago; one of my successors will have the pleasure of taking delivery of those new aircraft.



LGen Watt (left) and BGen Pitre co-sign the documents standing up the new 2 Cdn Air Div on June 25, 2009.

In other words, simply measuring the accomplishments of the Air Force during the command of a single CAS really doesn't encompass what the job is all about. Much of what any CAS achieves is the result of a line of successive CASs and, indeed, the hard work of thousands of Air Force members who have each contributed in their own way to the progress of the Air Force over the past few years. In the end I hope that I've made a difference in the Air Force and to its members, and I hope that I've polished the baton a little before passing it onward.

## Many high points

The high points of my time as CAS are numerous. They include the Globemaster's arrival, purchasing D-model Chinook

helicopters from the U.S. Army in Afghanistan (and all the associated training required to ensure that our people were 'ready to go' quickly when the aircraft arrived), the contract announcement for new C-130J Hercules, leasing the CU-170 Heron as an interim solution to our long-term unmanned aerial vehicle requirements, mapping Afghanistan using the Applanix camera mounted on CP-140 Auroras and standing up the new Multi-Engine Utility Flight at 8 Wing Trenton, Ont.

One of the most tremendous achievements was the standup of the Joint Task Force Afghanistan Air Wing, a level of Air Force command in an operational theatre unseen since the Second World War. The Wing is making an immense difference in the conduct of operations in Afghanistan.



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Domestically, search and rescue operations continue to save the lives of Canadians. Very soon we will be supporting security operations at the Vancouver Olympics. We also carry out or participate in a variety exercises at home and abroad to hone our abilities and build our experience.

The Canadian public recognizes that the Air Force is indeed making a difference. They are proud too.

There are many more achievements that go unseen by the public. On the personnel side, we are making advances in bettering the quality of life for our people, building their talents, and improving their ability to advance and to be ready to undertake the opportunities that are made available to them. Through these and other means we are working to retain the talent that we and the Canadian taxpayer have invested in.

We are making improvements to training so that we can train more efficiently and more effectively to enable people to take on their operational roles more quickly and in full confidence of their abilities. We are reorganizing and revamping certain occupations such as the former air navigator occupation – now known as air combat systems officers – to ensure they are well prepared and trained to handle their duties in our ever-evolving Air Force.

My staff and I constantly make tough decisions about all these matters – how and where should we invest in our airframes, our infrastructure and our people. But in the meantime, work in the Air Force continues at a rapid pace on

both the seen and unseen programs, projects, operations and daily activities.

I have said many times during my tenure that there is a shine on the Canadian Forces and on the Air Force that we have not seen for a long time. Our people take pride in their work, in moving the yardstick farther and in proving themselves on difficult, challenging and rewarding missions.

In fact, one of my most important and pleasurable activities has been visiting the various Air Force establishments – meeting and chatting with so many of the men and women who make this organization work.

## Developments continue

But just because my time as CAS is ending, the work does not.

Recently, we had an operational pause in flying the Snowbirds and the Hawk One just as the air show season was ramping up. But we do not knowingly fly unsafe aircraft and until the issue of the safety of the lap belts was dealt with, these aircraft did not fly. Fortunately, the situation was resolved quickly and the Snowbirds and Hawk One are back in the air, to the delight of Canadians across the country.

We also stood up 2 Canadian Air Division/Air Force Doctrine and Training Division in Winnipeg. The new division commander – Brigadier-General Rick Pitre – is now responsible for Air Force doctrine and initial training and education.

The division includes Air Force occupational training establishments at

15 Wing Moose Jaw and 16 Wing Borden; a new Air Force Training Centre at 17 Wing Winnipeg to oversee the CF Schools of Search and Rescue; Aerospace Studies; Survival and Aeromedical Training; and Meteorology; as well as the Canadian Forces Aerospace Warfare Centre at 8 Wing Trenton; and the divisional headquarters.

Thus, we are rebalancing force generation and force employment responsibilities that are currently shouldered by a single commander in 1 Cdn Air Div. With this new reapportionment of responsibilities, the commander of 1 Cdn Air Div will now have more time to focus on daily operations at home and abroad.

Similarly, the commander of 2 Cdn Air Div will be able to give his undivided attention to doctrine, training and education, as we prepare a new generation to operate in and lead the Air Force of tomorrow.

## Farewell

I have enjoyed my two years as Chief of the Air Staff – through all its ups and downs. I wish all of you – supporters of the Air Force, members of the Air Force, our civilian employees and your families – the very best. Thank you for your support during my time as Chief of the Air Staff.

*Lieutenant-General Angus Watt  
Chief of the Air Staff  
Commander of Air Command*

SGT ENROL MOREL



A CC-138 Twin Otter from 440 Transport Squadron, Yellowknife, N.W.T. supporting Canadian Ranger patrols during Operation Nunavut near Ellesmere Island, April 2009.

CPL BRANDON O'CONNELL



Search and rescue (SAR) technician MCpl Nic Meunier, 424 SAR/Transport Squadron, 8 Wing Trenton, treats "casualty" Pte Jackie Chabasol during a major air disaster exercise near Barrie, Ont. in May 2009.

MCPL ROBERT BOTTFILL



A Canadian CH-146 Griffon takes off from Kandahar Airfield; a U.S. Marine Corps C130 Hercules is in the background.

# STRENGTHENING AIR FORCE FITNESS



PTE POTH FIGIEL

Since its rollout on April 1, 2008, the Canadian Forces Health and Fitness Strategy has been producing positive results.

In order to contribute to an improved culture of health and fitness, the Air Force is implementing a number of initiatives.

To ensure that fitness standards reflect the actual requirements of Air Force occupations and operations, the Director General Personnel and Family Support Services Human Performance Research and Development cell is developing an improved physical fitness standard for all Air Force personnel.

The Air Force is also increasing personnel support for fitness and health promotion programs. Members who participate in these programs will have the opportunity to build a sense of community and well-being, build self-confidence, and improve mental abilities and cognition – as well as gain the obvious benefits of a fitness program: healthy hearts, lungs, bones and muscles.

“The intention and spirit [for fitness] was always there; what [the CF Strategy] has created is [a] more firm policy,” said Josey Yearly, 4 Wing Cold Lake’s fitness and sports director.

Military and civilian personnel leave the start line during the first Air Force Run, held in Winnipeg in May 2009. The run consists of 5 km, 10 km, ½ marathon races and a 5 km Family Fun Run. Approximately 1,000 people participated.

The Air Force is also implementing standardized menus for all wing food establishments to ensure that a variety of healthy food and beverages are readily available to all members.

Most importantly, the Air Force is embracing and promoting a new vision of accountability by which Wing and Unit commanders are expected to foster an improved Air Force culture of health and fitness.

Christi Nehr, 4 Wing’s health promotion director, indicates that health promotion courses at the Wing are filling up very quickly compared to the past; more members are attending courses, and more units are requesting lifestyle information such as nutritional briefings and stress or anger management courses.

“The culture is changing,” he said, “and leadership is very active in promoting that change.”



CPL KEVIN SAUVÉ

MGen Joseph Hincke, then-Assistant Chief of the Air Staff (left), and LGen Angus Watt try out “spinning” during the launch of the Canadian Forces Health and Fitness Strategy last year.



## AIR FORCE TAKES OVER CFS ALERT

Responsibility for Canadian Forces Station Alert – the most northerly, permanently inhabited location in the world – changed hands on April 1, 2009.

The station, previously controlled by the Assistant Deputy Minister (Information Management) group, became an Air Force component and unit of 8 Wing Trenton, Ont.

The station's personnel gather signals intelligence in support of military operations; operate and maintain radio facilities in support of search and rescue and other operations; and provide support to Environment Canada weather services and Arctic researchers.

The handover of command authority resulted from equipment and process modernization at the station that reduced the number of personnel needed to manage the station, causing a swing in the balance of activity.

"As technology advanced, operations at Alert started being done remotely,"

said Lieutenant-Colonel Stewart Beal from the Directorate of Air Programs at the Air Force. "Now we're at a point where most of the military personnel at Alert are support personnel."

As a result, logistics support that was already being provided by the Air Force became the station's focal area of activity, demanding a formal shift in command authority.

Tasks that now fall under the purview of the Air Force include the operation of the station, military facilities and equipment; plus the management of all agreements, contracts and policies associated with Alert.



CFS Alert

CFS Alert is located on the northeastern tip of Ellesmere Island in the Canadian Arctic archipelago, 817 km from the geographic North Pole. It was first settled in the 1950s as a weather station. There are approximately 55 military, civilian and contracted personnel there.



LGen Angus Watt (left) and Mr. John Turner, Assistant Deputy Minister (Information Management), sign the agreement transferring CFS Alert to Air Force control.

## NEW SYSTEM TO IMPROVE EQUIPMENT MAINTENANCE

A cutting-edge information system that will enhance Air Force weapon system preparedness is in the works.

MASIS (Materiel Acquisition and Support Information System) is a single, integrated system that links Materiel Acquisition and Support (MA&S) information between front-line units, headquarters, other government departments and industry. It will enable data sharing and cooperation between MA&S teams across the Canadian Forces.

MASIS provides access to timely information such as the status of equipment and the availability of personnel responsible for supporting the end-to-end maintenance process.

With MASIS, Air Force planners will be able to review the maintenance history of a piece of equipment, determine future maintenance requirements, and anticipate the availability of spares and trained personnel. Maintainers will be able to easily view maintenance schedules, see the required tasks and parts, order materiel and record the work being done.

Considered a "purple" – i.e., common to Navy, Army and Air Force – solution for National Defence, MASIS will implement common processes across all three commands. It will enable cooperation across environments with less costly, standardized training. The visibility that MASIS provides into all

aspects of the life cycle management of equipment will enable DND to optimize equipment availability and minimize the associated support costs.

The MASIS Air Force Team is working closely with the MASIS project office to ensure that the software being developed will satisfy Air Force requirements.

Approximately 3,000 people are already using MASIS and that number is expected to grow to 19,000.

Official rollout of MASIS to the Air Force is scheduled to begin in the Fall of 2009 and will take place over two and a half years.

# NEW UTILITY FLIGHT AT TRENTON

PTE ALLYSSA D. CARTER



A new Multi-Engine Utility Flight (MEUF) at 8 Wing Trenton, Ont. was formally established on June 2, 2009.

The MEUF, which is an integral part of operations at 8 Wing, will provide cost-effective transportation capabilities and training opportunities to help pilots maintain their flight proficiency.


8 Wing's two newest aircraft – Beechcraft King Air B200s – part of the new Multi-Engine Utility Flight.

The Government contracted Aero Support Canada Inc. to provide aircraft and maintenance support to the Flight. The contract is worth up to \$11.5 million over five years.

Aero Support Canada Inc., which is based in London, Ont., will service the contract, providing and maintaining two 2006 model Hawker Beechcraft King Air B200s, a twin-turboprop aircraft. Air Force roundels have been applied to the aircraft and they will receive additional Air Force markings in the near future.

"Services like this provide great support for Canada's Air Force," said Lieutenant-General Angus Watt, Chief of the Air Staff. "The Multi-Engine Utility Flight will enable us to carry out smaller transport missions where use of a larger aircraft is not possible or cost-effective."

The B200s will be flown by Canadian Forces pilots. Five pilots are already qualified, having received approximately 80 hours of classroom instruction and simulation training from Aero Support Canada Inc. and Flight Safety International Inc. They have completed approximately 20 hours of type-specific flight training.

The MEUF will operate only in North America, taking on duties such as the movement of small groups of people or light equipment. 

## IMPROVED HYPOXIA RECOGNITION


Hypoxia can be deadly to a pilot.

The condition results from inadequate oxygen supply to the body, and can occur at high altitudes. It develops gradually, with early symptoms including headache, fatigue and nausea. In extreme cases it can cause loss of consciousness, coma and death. It's vital that pilots be able to recognize its signs.

The Canadian Forces School of Survival and Aeromedical Training (CFSSAT), located at 17 Wing Winnipeg, has developed a new system to help teach future aircrew how to recognize the signs of hypoxia in themselves.

The Combined Altitude Depleted Oxygen (CADO) system for Hypoxia Recognition Training (HRT) had its first operational 'flight' late last year.

The participants 'ascended' to 10,000 feet in the hypobaric chamber, where they switched to the CADO mixed gas supply of 10 per cent oxygen and 90 per cent nitrogen. Breathing the CADO supply causes the participants to feel like they are at 25,000 feet but removes the risk of decompression illness and barotraumas (damage to tissue caused by unequal air pressure inside and outside the body).

"This was the first time I was subjected to the new system and I was very impressed by its ability to reproduce hypoxia symptoms in the relatively benign environment of the hypobaric chamber at only 10,000 feet altitude," said Lieutenant-Colonel Pierre Morissette, 1 Canadian Air Division surgeon. 



(Left to right) Maj Jean Bernier, CFSSAT commandant; Col Scott Howden, 17 Wing commander; and LCol Pierre Morissette following a 'flight' in the altitude chamber using the CADO system.

PTE PIOTR FIEGEL



## FAREWELL TO THE SPERWER



CPL JONATHAN BARRETT

After six Tactical Unmanned Aerial Vehicle (TUAV) Flight rotations in Afghanistan, the CU-161 Sperwer's mission came to an end on April 17, 2009.

With a roar of its engine, the little plane with the huge job was sent flying into the dark Afghan sky. Troops who had gathered to see the final launch watched the tiny blinking light as it gained altitude, changed direction and headed out on its final mission. The sound of cheers and sighs mixed in the air.

Roto 6 of the TUAV Flight comprised a mix of Army and Air Force members hailing from 400 Tactical Helicopter Squadron, Borden, Ont., 4 Air Defence Regiment, Moncton, N.B., and other augmenting units. Pilots, artillery soldiers, analysts, maintainers, technicians, clerks


and signals operators each had their own important roles, but all worked together to ensure that every flight had the best chance at success.

The final rotation from August 2008 to April 2009 clocked about 30.5 per cent of the hours flown by all six rotations. Overall, during its time in theatre, the Sperwer flew approximately 4,270 hours and more than 1,300 trips.

One of Sperwer's defining successes was its ability to fly during some occasions when no other craft could. The plane was designed so that it could handle fierce weather while continuing to provide imagery even during low cloud cover. Its infrared imaging capacity could deliver accurate intelligence any time of the day.

Members of the TUAV Flight prepare the CU-161 Sperwer for its final mission.

Captain Mark Horstead, a Sperwer mission commander on Roto 6, said he firmly believes that the Sperwer's presence in Afghanistan was beneficial. "A couple of IED [improvised explosive device] emplacement teams are no longer out there due to our efforts," he said. "Hopefully, such successes and the value of having us buzz around have saved a few Canadian and allied lives."

The CU-170 Heron unmanned aerial vehicle is now carrying out Canada's UAV missions in Afghanistan. 

## MAPS FOR TROOPS IN AFGHANISTAN




WO SERGE PETERS

A CP-140 Aurora takes off for a mission during Exercise Maple Flag 40.

Two CP-140 Auroras deployed on May 8, 2009 to support the production of maps for Joint Task Force Afghanistan, the Canadian contingent to the NATO-led mission in Afghanistan.

The two Auroras and their crews spent a month and a half producing high-resolution, colour and stereo imagery that can be shared across the International Security Assistance Force (ISAF), including the Afghan National Army and Afghan National Security Forces.

The maps produced will cover new ground where no detailed maps exist or be an improvement over existing out-dated maps where developments have changed the landscape. Imagery collected will be based on priority areas identified by the Canadian Forces and allies in conjunction with Joint Task Force Afghanistan. 



Prime Minister Harper and Mr. Robert E. Brown, President of CAE Inc. announce the awarding of a contract to CAE Inc. to establish a world-class aircrew training capability for Canada's new fleet of C-130J Hercules tactical aircraft.

## HIGH-TECH HERC SIMULATOR TRAINING

The Government of Canada has signed a \$346 million contract with CAE Inc. of Montreal to establish a world-class aircrew training capability for Canada's new fleet of C-130J Hercules tactical aircraft.

Known as the Operational Training Systems Provider (OTSP), this program offers an efficient and safe way of delivering critical operational training for the new tactical airlift fleet.


"This project is the first step to establishing a world-class training organization, which will significantly contribute to the safety and operational effectiveness of our troops as well as continue to develop our expertise in Canada," said Prime Minister Stephen Harper while announcing the contract on Feb. 13, 2009.

The training consists of basic flying qualifications for pilots and loadmasters for the J-model Hercules aircraft. Pilots and loadmasters also receive mission qualifications to learn how to use the aircraft airlift systems in an operational environment while ongoing training will maintain their qualifications. The contract will provide the information, courseware, materials, equipment, and resources necessary to support the Air Force in delivering training on the C-130J Hercules aircraft and aircraft systems.

"This approach to training consolidates resources, alleviates duplication of effort, and provides an advanced training suite of products, resulting in a more efficient use of funding and a more effective capability development

program for our Air Force," said Major Lawrence O'Keeffe from the OTSP project office in the Assistant Deputy Minister (Materiel) group.

"We are confident that this training will enhance Canada's current reputation of having some of the most outstanding Hercules aircrews in the world."

With the first new C-130J Hercules successfully secured for early delivery in 2010, the Air Force has already begun training on C-130Js with the U.S. Air Force. Over the next few years, aircrew training will transition to the home-grown solution when the newly constructed and CAE-supported Tractical Air Training Centre is up and running at 8 Wing Trenton, Ont. 

## 414 FLIES AGAIN



PIE RYAN WINTON

The re-formation of 414 Electronic Warfare Support (EWS) Squadron was marked at a ceremony held Jan. 23, 2009 at Vintage Wings of Canada, near Ottawa.


The unit, located in Ottawa but reporting to 3 Wing Bagotville, Que., is responsible for providing electronic warfare support to Canadian Forces combat training.

Lt Ben Lawson (left) presents the 414 Squadron colour to MGen Marcel Duval.

"I am very happy to see the rebirth of 414 Squadron," said Major-General Marcel Duval, Commander of 1 Canadian Air Division, who presided over the ceremony. "The role of electronic warfare training is extremely important in ensuring that our troops are prepared to fight in today's modern battlespace."

Nicknamed "Black Knight" Squadron, 414 (EWS) Squadron traces its origins to the Second World War when it was a fighter reconnaissance squadron.

Three generations of an Air Force family were on hand to help celebrate: Flight Lieutenant (Ret'd) George Lawson, who flew with the squadron during the Second World War, Brigadier-General Tom Lawson, commandant of Royal Military College, and Lieutenant Ben Lawson, an air combat systems officer with 414 Squadron.

"More than 60 years ago, George Lawson said goodbye to 414 and today his grandson is becoming a part of it," noted Lieutenant-Colonel Larry Weir, squadron commanding officer. 



## DASH-8 REFURBISHMENT UNDERWAY



A CT-142 Dash 8 operated by 402 "City of Winnipeg" Squadron in support of the CFANS.

The mid-life inspection and refurbishment of four CT-142 Dash 8 military training aircraft will be completed over a four-year period by Newfoundland and Labrador-based Provincial Aerospace Ltd.

"For almost 20 years, the CT-142 Dash-8 has been a very reliable aircraft – a centrepiece of our Canadian Air Force's training system," said Defence Minister Peter MacKay. "This is why we are making sure that the CT-142 remains an effective and trustworthy component of our air navigators' training system for many more years."

The CT-142 aircraft is a military version of the civilian Dash 8 100 Series aircraft used by the CF for air navigation training. It is used as the training aircraft at the Canadian Forces Air Navigation School (CFANS) at 17 Wing Winnipeg, Man. The four aircraft were introduced to service between December 1989 and May 1991.

The mid-life inspections under the \$2.3 million contract, awarded through a competitive bidding process, began last December and will be carried out at Provincial Aerospace Ltd's facilities in St. John's, N.L. 

## INFRASTRUCTURE UPDATE

In recent months, the Government has announced infrastructure investments across DND and the Canadian Forces, many of which directly support the Air Force.

### Shearwater

In April, the Government announced that it has reacquired approximately 235 hectares of land located adjacent to Shearwater, N.S.

The reacquisition of the land will allow the flexibility necessary to accommodate future requirements – in terms of personnel, equipment and facilities – in the Halifax region.

In March 2002, as part of their infrastructure reduction program, the Government of Canada sold 373.12 hectares of surplus land at Shearwater to Canada Lands Company CLC Limited.

### Pat Bay

A contract was awarded to Stantec Consultants Ltd. of Vancouver for approximately \$2.3 million to design new Maritime Helicopter Squadron facilities, which are to be located at Patricia Bay, B.C.

Once the design work is completed and project implementation is approved, the project will construct a new hangar that will consolidate various operational and support functions, and will include an outdoor parking area to accommodate up to five aircraft.

### Winnipeg

Borland Construction Inc. of Winnipeg, Man., has won a contract for close to \$2.9 million for the reconstruction of the southeast apron at 17 Wing Winnipeg.


The existing apron was built in 1980 and has since undergone several repairs and re-sealing. The apron

serves as an aircraft parking and maintenance area, and is used for loading and refueling aircraft at the wing. The reconstruction project, which recently got underway, will rebuild approximately 13,215 m<sup>2</sup> of the southeast apron.

In March, Defence Minister Peter MacKay announced the construction of an extension to the Canadian Forces School of Survival and Aeromedical Training (CFSSAT) facility in Winnipeg.

CFSSAT provides basic and advanced survival, evasion, resistance and escape training and aeromedical training to CF aircrews.

### Cold Lake

The Minister also announced upgrades to the petroleum, oil and lubricants dispensing system at 4 Wing Cold Lake, Alta. to support wing operations' mandate of supporting flying operations and fighter training. 

# NEW WING OPERATIONAL IN AFGHANISTAN

CPL JAMES NIGHTINGALE



Canada's new assets in Afghanistan are boosting the Air Force presence in the skies over Kandahar Province, and making Canadian personnel safer by reducing their reliance on ground transport, said Lieutenant-General Angus Watt, Chief of the Air Staff.

"You can't hit an IED when you're flying," he said, speaking of the benefits of Canada's new air wing.

LGen Watt announced that the Joint Task Force Afghanistan Air Wing was ready to start providing operational aviation support to Regional Command (South) while he was in Afghanistan in early March.

"Initial operating capability essentially puts a checkmark in the box to say, 'These capabilities are ready to be tasked'," said LGen Watt. "But they're tasked at a limited capacity because we haven't got the full capacity of crews and maintenance. Over the next few months, as we get all the crews in and everything fine-tuned, we will declare full operating capability."

The door gunner onboard a Griffon scans the terrain as the Griffon provides escort support to a Chinook transporting coalition personnel to forward operating bases in southern Afghanistan.

"These new assets," said Colonel Christopher Coates, the first commander of the air wing, "will allow [us] to reduce ground-based resupply convoys and more easily reach remote locations in challenging environments where [we] could be at risk of ambushes, land mines and improvised explosive devices."

The array of assets includes 450 personnel, six CH-147 Chinook helicopters, eight CH-146 Griffon helicopters, and three CC-130 Hercules tactical airlifters, as well as CU-170 Heron unmanned aerial vehicles (UAVs). While flying in and out of theatre as part of the

Support personnel fuel up a Canadian Chinook at Kandahar Airfield, Afghanistan.

air bridge sustaining operations in Afghanistan, the CC-150 Polaris aircraft and CC-177 Globemaster III strategic airlifter also fall under the control of the air wing. The wing is a unit of Joint Task Force Afghanistan, the formation of all Canadian Forces personnel and equipment in Southwest Asia; the Theatre Support Element, which has been in Southwest Asia since 2002, also now falls under the aegis of the air wing.



MCPL ROBERT BOTTRILL



CPL JAMES NIGHTINGALE



A CH-146 Griffon helicopter from 408 Tactical Helicopter Squadron, Edmonton, provides escort during Canadian Chinook operations training at Kandahar, Afghanistan.

MCPL ROBERT BOTTRILL



The Heron UAV, leased through Macdonald Dettwiler and Associates Ltd. (MDA), is prepared by MDA maintainers before launching at Kandahar Airfield.

When the Canadian Forces first joined the mission in Afghanistan, it did so with limited air resources.

"We had a lot of ships involved [accompanied by Sea King helicopter detachments] with the mission at the time," LGen Watt said, "some Aurora aircraft and some transport aircraft, but we didn't have a large contingent."

This lack of air capability forced the Canadian Forces to use allies' aircraft or to rely on ground transport during operations. And the ground has proven deadly for more than a hundred soldiers, most of whom lost their lives from road-side bombs.

## Fulfillment of the 'Manley Report'

This was highlighted in 2008 in a report issued by the Independent Panel on Canada's Future Role in Afghanistan, known as the Manley Report. The panel made several key recommendations, including the need to enhance UAV coverage and increase helicopter capability.

Those two key areas guided Air Force objectives and actions throughout 2008. New Heron UAVs were deployed last year to replace the CU-161 Sperwer UAVs, used in-theatre since 2003. The Heron provides surveillance over a significantly larger area and for a longer period of time than the Sperwer.

"We were getting very good service from Sperwer," said LGen Watt, "but it was coming to the end of its service life

and we wanted to up our game because it was proving to be such a valuable capability."

"What we're going to do," Col Coates said, "is use the Heron to the best of our capability to help see what's going on the ground, spotting the IEDs."

Also by way of fulfilling Manley Report requirements, newly acquired Chinooks are transporting Canadian troops on missions, helping them avoid the road dangers. The deployed Griffons are providing tactical escort for the Chinooks.

The aircraft are part of the NATO pool, and can also be used by our allies. The use of the aircraft is based on operational priority determined by International Security Assistance Force (ISAF).

"We've drawn from the pool for the last few years, without contributing anything in terms of helicopter support," said LGen Watt. "Now, we're repaying the debt by contributing. When you have your own helicopters, however, you have the ability to influence the pool in a different way than when you're just a customer."

Training was as critical as acquisition. The Air Force started sending personnel to Fort Rucker, Alabama, and Wilmington, Delaware, in March 2008. The training was delivered under the terms of the Foreign Military Sales agreement through which the Chinooks were purchased from the U.S. government. The U.S.-based training enhanced the Canadian crews' ability to work with coalition partners also operating Chinooks in Afghanistan.

## A balance of capabilities

The air wing's assets do not, as LGen Watt explained, include fighter aircraft.

"The Afghan mission is a balance of capabilities," he said. "The balance depends on the objectives of the mission. Helicopters are the most recent addition; tanks were added in 2007 as well. Our CF-18 fighters are a valuable capability and have been used in the past during other missions. But, so far, Canadian fighter aircraft have not been called for to add to that balance of capabilities."

The stand-up of the wing was a whirlwind of activity that occurred over a period of less than one year. LGen Watt said that it was a feat accomplished by some extraordinary men and women in the Canadian Forces. "We're standing up the capability, figuring out where to put the various organizations and the equipment, so there are always challenges finding your niche, both physically and operationally," he said. "But they're proud to be there, very enthusiastic about their ability to contribute to the mission in a meaningful way."

And the mission, he said, is what it's all about. "The environment in Afghanistan is tough. The Afghan people have survived through various conflicts for more than 30 years. There, you have hard-working people confronted with an almost overwhelmingly difficult situation. They need some help, and we're there to help them...so they can have a better life."

## COUNTER-PIRACY OPS

After completing maintenance to the blades of Palomino 16, the CH-124 Sea King deployed with HMCS Winnipeg in the Gulf of Aden, the air crew test all the movements to make sure it is in good working order. Palomino 16 and its crew supported HMCS Winnipeg in the conduct of a NATO-led counter-piracy mission this spring. Winnipeg joined Standing NATO Maritime Group 1 (SNMG1) on April 2, 2009. In late April NATO nations revised their plan for SNMG1, cancelling their port visits to Singapore and Australia and directing the Group to continue its important counter-piracy mission, Operation Allied Protector, in the Gulf of Aden and off the Horn of Africa. SNMG1 consists of vessels from Canada, Germany, the Netherlands, Portugal, Spain, the United Kingdom, and the United States. Winnipeg left SNMG1 on June 6, 2009 and is scheduled to return to Canada in August.



CPL RICK AYER

## CF ASSIST DRUG BUSTS VALUED AT \$272M

Operation Caribe, supporting drug busts in the Caribbean and Eastern Pacific Ocean, stopped about \$272 million worth of cocaine from reaching the streets of North America in early 2009.

On Jan. 15, a Canadian Forces CP-140 Aurora long-range patrol aircraft helped spot and track a self-propelled semi-submersible boat (SPSS) operating in international waters off the north-western Pacific coast of South America. The SPSS crew and seven metric tonnes of cocaine – valued at \$242 million – were seized, brought on board a U.S. Coast Guard cutter and taken to Florida for prosecution.

On Feb. 9, in international waters off the north-eastern coast of South America, in the Caribbean Basin, HMCS Montréal helped the French warship FV Ventôse intercept a drug smuggler's 'go-fast' boat carrying 600 kilograms of cocaine valued at \$30 million.

Multinational drug surveillance and interdiction operations in the Atlantic, Caribbean and Eastern Pacific Ocean are led by U.S. Joint Interagency Task Force South (JIATF-S). Canadian Forces ships and aircraft have been participating in these operations since 2006. Other international participants include the United Kingdom, the Netherlands, Spain, and France.

Operation Caribe is led by Canada Command, the CF organization responsible for all routine and contingency CF operations in Canada and North America.

## AIR FORCE AIMS FOR GOLD IN EX SILVER

Exercise Silver, which ran from Feb. 9 to 13, 2009, centered in the Vancouver area, was the second of three training exercises for the RCMP-led Integrated Security Unit (ISU) tasked with overseeing security for the 2010 Winter Olympic and Paralympic Games.

Under Joint Task Force Games, personnel and equipment from all three Canadian Forces elements were on hand to support the RCMP and work with other federal and provincial agencies. They tested ISU responses to a variety of security scenarios throughout the week.

Air Force support to the ISU was twofold. The air component command (ACC) provided air mobility, surveillance, and search and rescue capabilities, while the Canadian NORAD Region looked after aerospace defence.

To meet these responsibilities, the Air Force brought in Griffon helicopters, Aurora patrol aircraft, Sea King helicop-

ters, Hercules and Polaris tankers, CF-18 Hornet fighter jets and deployable radar units from squadrons across Canada.

The exercise scenarios ran the full gamut of possible operations. Tactical helicopter squadrons provided transport for RCMP quick-reaction teams to emergency scenes, Auroras patrolled coastlines and surveyed for threats, and search and rescue helicopters evacuated casualties.

On the NORAD side, deployed radar units and a U.S. airborne warning and control system (AWACS) aircraft provided a detailed view of the airspace, Hercules and Polaris tankers refuelled fighters, and CF-18 fighter jets intercepted 'unauthorized' or 'suspicious' aircraft.

The next big step will be Exercise Gold, planned for the autumn of 2009.

RCMP personnel board a Griffon helicopter during Ex Silver.



CPL DAVID CRIEB



# MAPLE FLAG 42: A UNIQUE TRAINING NICHE



KEPPI DIXON

A CF-18 receives fuel from a CC-150 Polaris air-to-air strategic refuelling tanker from 437 Squadron, 8 Wing Trenton, Ont. during Maple Flag 42. The CC-150s flew weekdays, twice daily, throughout Maple Flag providing air-to-air fuelling so fighter pilots did not have to come back to 4 Wing from the exercise area to top up during a mission.

More than 4,500 local and visiting Canadian and international military personnel participated in the month-long Exercise Maple Flag XLII (MF 42), one of the largest joint training exercises of its kind in the world, run by Canada's Air Force. The exercise took place at 4 Wing Cold Lake, Alta., from May 18 to June 12, 2009.

"Exercise Maple Flag is morphing into a very accurate reflection of the modern battlefield. While aircrews [trained] to gain air superiority overhead, other elements of airpower [focused] on supporting the land battle, training for missions that are routinely being conducted over Afghanistan, for example," said Colonel Pierre St-Amand, 4 Wing commander. "In that sense, Exercise Maple Flag is developing a unique niche for the Canadian Forces and the forces of our allies."

The exercise was divided into two periods: Period One 18-29 May and Period Two 1-12 June. During each period, allied forces from Canada, Germany, the Netherlands, New Zealand, the Republic of Singapore, the United States, Great Britain, Australia and the NATO Airborne Warning and Control System (AWACS aircraft) engaged in a simulated air and ground campaign.

Ground operations were conducted in Cold Lake, at Wainwright, Alta. as well as in local communities such as Meadow Lake, Sask.

This year Maple Flag integrated the U.S Air Force Global Hawk surveillance aircraft into the scenario. The Global Hawk acquired imagery of the Cold Lake Air Weapons Range that was used to brief aircrews in real time on their intended target areas, as well as

A Company, 3rd Battalion Princess Patricia's Canadian Light Infantry, who used Maple Flag aircraft to parachute into Wainwright.

Opposing air forces ('Red Air') were provided by 64th AGRS (Aggressor Squadron) from the United States Air Force and by Canada's 'Top Aces'. Ground threats came from DRS Technologies, a contracted civilian company, and the 266th Range Squadron from Mountain Home Air Force Base, Idaho.

As part of the Maple Flag International Observers Program, MF 42 also hosted observers from Chile, Egypt, India, Oman, South Korea, Qatar and the United Arab Emirates.

CPL PATRICK DROUIN



Two CT-155 Hawks from 419 Tactical Fighter Training Squadron, 4 Wing Cold Lake, during the morning launch of Maple Flag 42 on June 4.

MF 42 provided Canadian and allied aircrew and soldiers with realistic training in a modern simulated air and ground combat environment, emphasizing air operations involving coalition fighter forces integrated with ground and tactical transport operations.



CPL KELLY LOW

Staff Sgt Malik Coleman, Technical Sgt Patrick Schroeder and Senior Airman Nick Egebrecht man their display of an F-15 Eagle from the 390th Wild Boars Fighter Squadron, U.S. Air Force, during Maple Flag 42's 'open house'.


IN  
MEMORIAM

Cpl Dany Olivier Fortin.

Corporal Dany Olivier Fortin, from 425 Tactical Fighter Squadron at 3 Wing Bagotville, Que., was one of three Canadian Forces personnel killed when an improvised explosive device detonated near an armoured vehicle during a patrol in the Arghandab District. The incident, in which two more personnel were injured, occurred northwest of Kandahar City on March 3, 2009.

Cpl Fortin was originally from Baie-Comeau, Que.

The two other men killed were Warrant Officer Denis Raymond Brown and Corporal Kenneth Chad O'Quinn.

"Canada lost three outstanding soldiers," said Brigadier-General Jonathan Vance, "men who were dedicated to their country – to making a difference here in Afghanistan so that others could have hope of a peaceful and stable life." 

ASSOCIATION  
RECOGNIZES  
AIR FORCE HEROES

Remarkable Air Force heroes were honoured by the Air Force Association of Canada (AFAC) at its annual Dawn Patrol breakfast in Ottawa's Chateau Laurier on Feb. 27, 2009.

The term 'Dawn Patrol' comes from Canada's First World War aviator William Avery 'Billy' Bishop, who won the Victoria Cross, the Commonwealth's highest decoration for bravery, for a dawn raid on a German airfield.

The breakfast is designed to bring air power decision makers, representatives of Canada's aerospace industry and Parliamentarians together in an informal setting to allow them an opportunity to pay homage to past and present heroes and heroines of Canada's Air Force.


At the breakfast, Chief of the Air Staff Lieutenant-General Angus Watt introduced Air Force personnel who have made a significant contribution to the Air Force.

In 2007, Sergeant David Cooper and then-Master Corporal Dwayne Guay participated in a parachute rescue in the face of extreme dangers, harsh winds

and extremely low temperatures. During a difficult night jump onto an ice floe at Cape Parry in the Arctic Ocean, the two search and rescue technicians managed to rescue a man trapped on an ice floe.

On June 19, the Governor General presented the two with one of Canada's highest honours for bravery, the Star of Courage, for their actions. This decoration is only given to those who display "conspicuous courage in circumstances of great peril."

Captain Meagan McGrath is the first Canadian Forces member, and the youngest Canadian woman, to successfully climb the Seven Summits, the highest mountain peaks on each continent. In May 2007, she was recognized by the Nepal Mountaineering Association for helping save the life of a 21-year old climber on Mount Everest.

"Those are just some of the great men and women in the Air Force," said LGen Watt. "I am very proud of them; I am very proud to be their Chief of the Air Staff." 

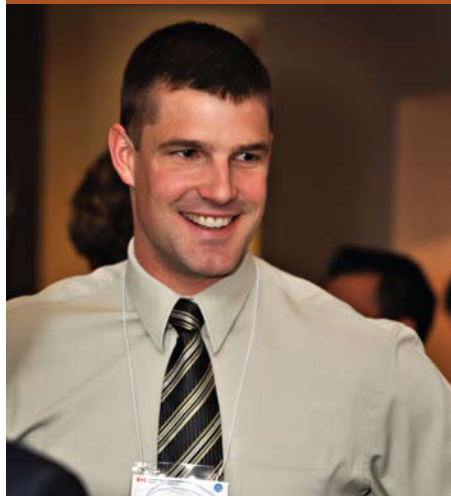


Sgt Guay, Capt McGrath, LGen Watt, and Sgt Cooper at the 2009 Dawn Patrol breakfast.



# FIGHTER PILOT NEWEST CANADIAN ASTRONAUT

CSA



Capt Jeremy Hansen.

"You're hired."


Air Force fighter pilot Captain Jeremy Hansen finally heard those words from the Canadian Space Agency (CSA) on May 13, 2009, becoming one of two new Canadian astronauts.

Capt Hansen, a pilot at 4 Wing Cold Lake, Alta., and Dr. David St-Jacques, a Quebec City doctor with a PhD in astrophysics, beat out about 5,300 hopeful applicants. They went through a year-long testing and evaluation process to become the last two standing when the CSA culminated its third national recruitment campaign in May.

"It's overwhelming," said Capt Hansen. "I'm excited, ecstatic...I'm nervous a little bit, intimidated, humbled...All of the above. It's just an amazing opportunity."

Capt Hansen and Dr. St-Jacques are the first new astronaut corps recruits since 1992. The Canadian Space Agency launched a national recruitment campaign in May last year in a bid to increase the number of Canadians to join the corps from 10 to 12.


Capt Hansen credits his Air Force training for helping him realize his dream. "I don't think I'd be in this position without my Air Force experiences. My military flying and my fighter flying has taught me how to react to being under pressure. On a regular basis, I'm asked to perform while I'm flying a fighter jet under dynamic and stressful situations."

Canada's new astronauts will train at the Canadian Space Agency, followed by further training at NASA's Johnson Space Center in Houston, Texas in August. 

## COMMENDATION FOR 425 SQUADRON

MCPL MARC GAUVIN



General Walter Natynczyk (second from right), Chief of the Defence Staff, presents Lieutenant-Colonel Paul Prévost (second from left), commanding officer of 425 Tactical Fighter Squadron with a Canadian Forces Unit Commendation. 425 Squadron, located at 3 Wing Bagotville, Que., received the commendation earlier this year for their contribution to the defence of North America. The squadron gave proof of an exceptional operational capacity in their rapid deployment of a contingent of six aircraft in relief of the American Air Force for the purpose of covering the northwest flank of the North American continent. It was thanks to this operation that Russian initiatives in the North were effectively countered. The unparalleled professionalism and dedication shown by 425 Squadron helped forge closer ties between Canada and the United States. 

### MORE INFORMATION ON THE AIR FORCE WEBSITE!

Be sure to visit [www.airforce.gc.ca](http://www.airforce.gc.ca) to stay up-to-date with things that are happening in the Air Force. Each weekday 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.



# NEWEST HONORARY COLONELS

In recent months the following people have been appointed Honorary Colonels by the Minister of National Defence:

- Scott Clark, President of Benjamin James Marketing Communications, North Bay, Ont. – 21 Aerospace Warning and Control Squadron, 22 Wing North Bay, Ont.
- Lloyd Graham, retired Air Force navigator – 404 Maritime Patrol and Training Squadron, 14 Wing Greenwood, N.S.
- James Ludlow, President and Chief Executive Officer of True North Sports and Entertainment Ltd. – Canadian Forces Air Navigation School, 17 Wing Winnipeg, Man.
- Jeffrey Morris, a former member of the Royal Air Force, and currently Vice-President and Director of Operations of Angel Flight – 443 Maritime Helicopter Squadron, 12 Wing Shearwater, N.S.
- Sterling Peyton, President of the Labrador North Chamber of Commerce and Newfoundland and former Labrador Deputy Minister for the Department of Labrador and Aboriginal Affairs – 5 Wing Goose Bay, N.L.
- Maureen Piercy, President of Loyalist College, Belleville, Ont. – 8 Air Communication and Control Squadron, 8 Wing Trenton, Ont.
- Ed Robertson, member of the “Barenaked Ladies” and star of “Ed’s Up” television show – 424 Transport and Rescue Squadron, 8 Wing Trenton, Ont.

• John See, President, TD Waterhouse Discount Brokerage – 437 Transport Squadron, 8 Wing Trenton, Ont.

• Jack Van Norman, retired RCMP Inspector – 417 Combat Support Squadron, 4 Wing Cold Lake, Alta.

Visit the new Honorary Colonels website to learn more about these remarkable Canadians and other Air Force Honorary Colonels who give their time and effort to support the men and women of the Air Force: [www.airforce.forces.gc.ca/or-re/hc-ch](http://www.airforce.forces.gc.ca/or-re/hc-ch).



HCol Ed Robertson.

TOM PHILP



HCol Jeff Morris (left) and former Angel Flight clients Pat Hodkinson (who lost her battle with cancer last year) and Reg Shuker. HCol Morris received the Caring Canadian Award from Governor General Michaëlle Jean in April for his work with Angel Flight, a non-profit organization in B.C. that provides free flights for people travelling for medical purposes. Since its inception in 2002, Angel Flight has organized about 655 flights in British Columbia.

LOWELL BRECKON

CPL JONATHAN BARRETT



## NEW AIR WING COMMANDER

On May 25, 2009 a new commander took over Canada's most recent contribution to the international effort in Afghanistan. Colonel Bruce Ploughman (right) replaced Col Christopher Coates (left) as commander of the Joint Task Force Afghanistan Air Wing in Kandahar. Col Ploughman's most recent appointment before taking over the Wing was as commander of 12 Wing Shearwater, N.S. Brigadier-General Jonathan Vance (centre), commander of Joint Task Force Afghanistan and Task Force Kandahar, presided over the change of command ceremony.



# PARLIAMENTARIANS MARK AIR FORCE APPRECIATION DAY

CPL KEVIN SAUVÉ



Parliamentarians paid tribute to Canada's Air Force on May 12, 2009 as part of the third annual Air Force Appreciation Day.


With the help of Senator Joseph Day, the Air Force Association of Canada (AFAC), a non-profit organization, arranged a tribute in the Senate of Canada and a reception on Parliament Hill to recognize the effort Air Force personnel invest into ensuring peace and security on the national and international stages.

Senator Day kicked off the tribute in the Senate chamber with a brief statement.

"It was through great effort, perseverance and bravery that the Canadian Air Force was able to develop into the proud organization that it is today," said Senator Day. "It provides many important services within Canada, including search and rescue operations, military security backup for major events, and the training of NATO personnel."

Five Air Force members attended the Senate tribute. "It's a great honour to be recognized like that," said Major Andrew McCorquodale, who was one of the representatives.

(From left to right) Chief of the Air Staff LGen Angus Watt; AFAC Honorary President LGen (Ret'd) George Macdonald; Speaker of the Senate, the Honourable Noël Kinsella; and Senator Joseph Day attended the Air Force Appreciation Day reception.

"The job Air Force does is incredible," said Member of Parliament and Parliamentary Secretary to the Minister of National Defence, Laurie Hawn (Edmonton Centre). "[It] is alive and well, and doing what its country needs it to do around the world. The Air Force is an intrinsic part of what Canada is and what Canada does; my hat is off to you." 

DND




MCpl Pat Audet.

## IN MEMORIAM

Master Corporal Pat Audet from 430<sup>e</sup> Escadron tactique d'hélicoptères based at CFB Valcartier, Que., was one of three personnel who were killed when a CH-146 Griffon helicopter crashed during take-off. The incident occurred at a Forward Operating Base in Tarnak Va Jaldak, Zabul Province, northeast of Kandahar, July 6, 2009.

Corporal Martin Joannette from 3<sup>e</sup> Bataillon, Royal 22<sup>e</sup> Régiment, CFB Valcartier, and a British soldier from 22 Engineer Regiment, Royal Engineers, also died in the crash.

"Their contribution here in Afghanistan was incredible, and we will remember their sacrifice always," said Brigadier-General Jonathan Vance, commander of Joint Task Force Afghanistan.

Three other Canadian Forces members were injured in the crash but were able to walk away from the crash site. 

## CANADIAN CENTENNIAL OF FLIGHT – THE CELEBRATION CONTINUES

MAJ ALLAN BAILLIE



Retired Canadian astronaut Bjarni Tryggvason flies the Silver Dart replica in Baddeck, N.S. on February 22, 2009.

The Air Force – along with civilian aviation organizations – officially kicked off its Centennial of Flight celebrations on Feb 23, 2009 at Baddeck, N.S.

Exactly 100 years before, the Silver Dart, piloted by J.A.D. (Douglas) McCurdy, took off from a frozen lake in Baddeck, N.S., and flew for half a mile. It was the first powered, heavier-than-air machine to fly in Canada, and it launched Canada's aviation history.

A replica Silver Dart flew from the same location on Feb. 22, 2009 – the flight date was moved up by one day because of forecasted bad weather on the 23<sup>rd</sup>.

"The Silver Dart is the irrefutable proof that nothing is impossible. It is proof that imagination is as infinite as the sky. It is proof that sometimes a dream is all it takes to give history an unexpected, unforeseen and wonderful turn," said Governor General Michaëlle Jean at a celebratory event on the evening of Feb. 23 in Ottawa.

The Government declared Feb. 23 as National Aviation Day. That same day, Canada Post issued a commemorative stamp featuring the Silver Dart. The image accurately reflects the conditions of the first flight, including the portrayal of the skaters who pushed the Silver Dart out onto the ice for takeoff.

Since then, celebrations have continued apace.

Hawk One, a restored Cold War-era F-86 Sabre painted in the colours of the legendary Golden Hawks aerobatic team that flew from 1959 to 1963, has taken to the skies with the Snowbirds demonstration team at airshows across North America.

A CF-18 Hornet, painted in a colour scheme honouring the Centennial of Flight, is also flying at airshows. As an added detail, the names of 100 Canadians who

have made significant contributions to Canada's aviation history are painted on the jet in a pale blue colour.

And one of the Snowbirds' Tutor aircraft has been painted in the colours of the Tutors that flew as part of the 1967 aerobatic team known as the Golden Centennaires.

The Air Force Centennial of Flight Project Office launched a video production entitled *Imagine* on May 21, 2009. *Imagine* consists of 12 vignettes depicting the significant eras and milestones in military aviation history. *Imagine* is primarily targeted to Canadians aged 17 to 25 but can be enjoyed by all age groups. The DVD is available in both English and French with 5,000 copies produced to be distributed to school boards, aviation museums and Air Force wings across Canada.

Glen Urquhart of Kincardine, Ont. won the Centennial of Flight Military Aviation Art Contest for his water colour painting *Solo*. The painting was selected from among 18 entries submitted by artists from across Canada or by members of the Canadian Aviation Artists Association (CAAA) residing anywhere in the world.

*Solo* depicts a First World War Sopwith Camel being prepared for a mission. Second place winner was Captain Maciej Hatta, a Canadian Forces pilot currently undergoing fighter training at 4 Wing Cold Lake, Alta., for *Breaking through the Years* and third place went to Don Connolly of Sydenham, Ont. for *Spring Approach*.

To find out more about Air Force events and activities celebrating the Centennial of Flight, to view the *Imagine* videos or for the latest news, visit the Centennial of Flight website at [www.airforce.canadiancentennialofflight.ca](http://www.airforce.canadiancentennialofflight.ca).



AIR FORCE



*Solo*, the winning entry in the Centennial of Flight Military Aviation Art Contest, by Glen Urquhart.



CAPT MAXIME RENAULT

The Centennial Heritage Flight, consisting of the CF-18 Century Hornet, the Hawk One F-86 Sabre and a CT-114 Tutor painted in Golden Centennaire colours flew together for the first time on June 7, 2009 at Portage La Prairie, Man.



# AIR SHOW SEASON HONOURS CENTENNIAL

Hawk One, painted in the colours of the RCAF Golden Hawks, flies with the Snowbirds over Comox, B.C.




During their 2009 air show season, the Canadian Forces Snowbirds (431 Air Demonstration Squadron) will fly with three very special aircraft to commemorate the Canadian Centennial of Flight.

The Hornet CF-18 demo team, the Hawk One F-86 Sabre and the Snowbirds Centennaire Tutor are traveling with the Snowbirds to selected show

sites across North America throughout the summer.

The Snowbirds kicked off the 2009 season on May 2 at their home base, 15 Wing Moose Jaw, Sask. They are scheduled to participate in more than 65 air shows in 43 locations in Canada and U.S. They will also conduct 100 flypasts of 100 Canadian towns and cities during this special season.

During the team's 39-year history, the Snowbirds have performed in about 2,150 air shows, before almost 130 million spectators.


Find the complete schedules for the Snowbirds and CF-18 demo team at [www.airforce.gc.ca](http://www.airforce.gc.ca) – click on “air-shows” in the left hand column. 

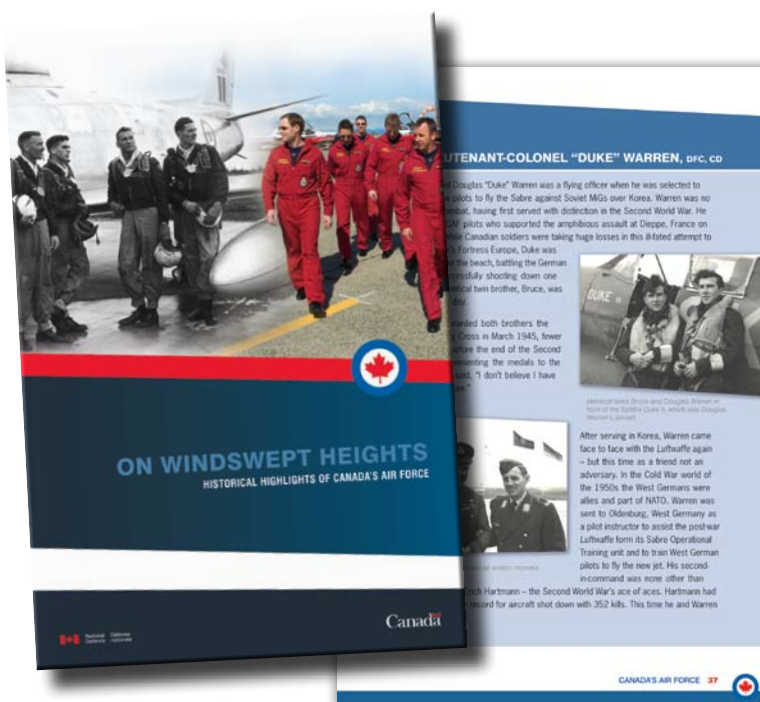
## NEW AIR FORCE HISTORY BOOK

A new Air Force history book, *On Windswept Heights: Historical Highlights of Canada's Air Force*, was published on April 1, 2009 to mark the 85th birthday of Canada's Air Force.

*On Windswept Heights* offers an engaging look at the heroes, key events and traditions – serious and not so serious – that have shaped the Air Force.

“I am providing this little book to every member of the Air Force with one simple aim in mind: to enhance your individual understanding and appreciation of our great history,” says Lieutenant-General Angus Watt, Chief of the Air Staff. “It...is a taste of our past, meant to be lively, interesting and informative [and] to whet your appetite to learn more about our history and heritage.”

The book comes with a CD that expands upon many of the topics found in the book in both video and text format. It is being distributed to every Air Force member of the Regular Force, Reserve Force and Cadet Instructor Cadre and is available electronically to the general public through the Air Force website at [www.airforce.gc.ca](http://www.airforce.gc.ca). 



# IN THE SERVICE OF CANADA: THE SEVENTH BOOK OF REMEMBRANCE

The Seventh Book of Remembrance on the altar where it is kept in the Memorial Chapel on Parliament Hill in Ottawa.



Canada's Air Force has a special interest in the Seventh Book of Remembrance because of the many Air Force personnel who died in air training and air operations after 1947.

Over the years thousands of Canadians have died serving their country.

The names of more than 118,000 of those who died in wars and major conflicts, going back to 1884, are recorded in The Books of Remembrance, a collection of specially crafted books dedicated to keeping their memory of alive. They are located in the Memorial Chapel in the Peace Tower on Parliament Hill, Ottawa.

The most recent of the books, *In the Service of Canada: The Seventh Book of Remembrance*, was dedicated by Governor General, Michaëlle Jean, Nov. 11, 2005, the Year of the Veteran.

"The Seventh Book of Remembrance is a living document," said Ian Burgess, a program officer with Veterans Affairs Canada, the department responsible for managing the Books of Remembrance. "It commemorates...more than 1,600 persons who have given their lives in the service of Canada since Oct. 1, 1947, and it will continue to do so for generations to come."

The only exceptions are Canadians who died as a result of service in the Korean War who are remembered in a separate book.

Brigadier-General Dwight Davies, now the Director General Air Force Development, was the driving force behind a search through the records of the Directorate of Flight Safety in 2005 to try and ensure that the names of all Air Force personnel who had died in air training and air operations after 1947 were traced and recorded in the Seventh Book.

"Service to one's country is one of the highest callings," he said. "As many of us can attest, particularly those of us with the greying hair and obvious mileage on our faces, such service demands the acceptance of hardship and risk. We can equally talk about sacrifice, having earned this right through the solemn ceremonies in which we parted with our comrades-in-arms, and comforted their families, following those many tragic events over the years.

"For the most part, these Cold War era events passed almost without a ripple in the consciousness of Canada, unobserved and unremarked; they were a family affair, a part of the Air Force life.

This changed on Nov. 11, 2005, when Canadians acted to recognize, in perpetuity, this ultimate price paid on their behalf by our fellow air warriors," said BGen Davies.

"In listing them in the Seventh Book of Remembrance, Canada has fittingly honoured them, and assured their permanent recognition."

BGen Davies also had a message for currently serving Air Force members, as well as veterans, regarding the deaths of people who have served.

"I urge you to take the time to look them up, and reflect back on the times you shared, the challenges you faced together. They shall never be forgotten."

New names continue to be verified and recorded in the addenda of the Books of Remembrance as records and files of military personnel and others who died "in the service of Canada" are located.

In 2009 five names will be added to the First World War Book and four names will be added to the Second World War Book. The most recent names to be added to the Seventh Book of Remembrance are those who have died in service to Canada in Afghanistan.

You may now take virtual tours of the Books of Remembrance and the Memorial Chapel at: [www.virtualmemorial.gc.ca](http://www.virtualmemorial.gc.ca) and [www.parl.gc.ca/memorial-souvenir](http://www.parl.gc.ca/memorial-souvenir).



A page of The Seventh Book of Remembrance, hand painted by artist Debra MacGarvie; the text was hand lettered by calligrapher Nancy Ellis. Both are from the Ottawa area.