

AIR FORCE

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08.02

# CREWBRIEF

OP HESTIA  
DELIVERS HOPE  
TO HAITI

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National  
Défence

Défense  
nationale

Canada



# OUR COMMITMENT CONTINUES IN AFGHANISTAN

MCPL MATTHEW MCGREGOR

A CH-146 Griffon helicopter heads back to Kandahar Airfield.

The past several months have been extraordinarily busy for the Canadian Forces and for the men and women of the Air Force. Op Hestia. Op Podium. And coming soon—support to the G8/G20 summits. I am proud that our Air Force team—military and civilian—have been up to the challenge and have carried out their responsibilities with pride and professionalism.

Throughout this period of high activity, we have maintained our strong presence and support to the efforts in Afghanistan. We are now in our last full year of the Canadian Forces' commitment to Afghanistan, and the Air Force continues

to have a strong presence, bringing tremendous benefit to Canadian troops, our Allies and, of course, Afghan society. I'd like to take this opportunity to review where we have been and where we are going in Afghanistan.

We began flying in support of counter-terrorism operations in southwest Asia within weeks of the September 11, 2001 attacks; since then thousands of deployed airmen and airwomen have maintained and expanded the effort. Then, in January 2008, the "Manley Report" called for the acquisition of—among other assets—a medium-lift helicopter capability and higher performance unmanned aerial vehicles (UAV). ►



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Before the year was out, the necessary new aircraft were online and the Joint Task Force Afghanistan Air Wing was operational. It brought under its aegis all Canadian Forces air assets in the southwest Asia theatre, including the Theatre Support Element (TSE), the Tactical Aviation Unit (CC-130 Hercules and crews) flying missions for Canadians and our Allies out of Kandahar Airfield (KAF), and the tactical UAV team that had been flying the CU-161 Sperwer tactical UAV since 2003—as well as the 200 people making it work.

The new aircraft included CH-147D Chinook helicopters purchased from the U.S. Government, the CU-170 Heron UAV leased from MacDonald Dettwiler and Associates of Vancouver, B.C. (replacing the Sperwer), CH-146 Griffon helicopters that deployed from Canada, and Mi-8 medium-lift helicopters chartered from Toronto-based SkyLink Aviation Inc.—plus another 250 people.

The Wing's flying operations are integrated into the NATO-led International Security Assistance Force (ISAF) efforts in Regional Command (South), Afghanistan. Until the Wing stood up, Canada was dependent on NATO helicopter airlift resources, calling on pooled resources when needed. Our helicopters are also part of the NATO pool, but under Canadian command; we fly coalition troops but our needs for helo lift are addressed in concert with NATO.

We have marked many milestones over the past year; to name just a few...

- More than 174,000 passengers have staged through TSE since 2004. Our fallen comrades also pass through TSE.
- The Canadian Heron UAV Detachment achieved 7,000 hours of flight in May 2010; that's 515 missions for the commander of Task Force Afghanistan and our Allies.
- The Canadian Helicopter Force Afghanistan flies about 2,000 soldiers every month, mainly using our Chinooks. And our escort Griffons were recently equipped with a new sensor system and a second weapon system—the M134 Gatling Gun.

Our people serving in theatre have gained a very sharp focus of what operations can be—and this represents a tremendous side benefit to our daily accomplishments. The work is challenging and dangerous, of course. Air Force personnel and their platforms are operating in the most complex combat environment, as well as the harshest climate and most unforgiving terrain, they have experienced in recent memory.

However, both the Griffon and Heron have proven their worth in their ability to detect and engage improvised ►



LCol Jeff Smyth, commanding officer of the Canadian Helicopter Force Afghanistan, briefs LGen André Deschamps (third from right) and others about the M134 Gatling gun during CAS's March visit to Afghanistan.

explosive devices that continue to threaten Canadians and coalition forces.

In this operational Petri dish the learning curve is tremendously steep, but our people have adapted wonderfully, often learning in days or even hours what might normally take months or years.

Our “lessons learned” from Afghanistan are being fed back into our system and will guide our doctrine and training for many years to come. Our experiences also validate our professional and technical training and testify to the professionalism of our airmen and airwomen—those who are deployed and those who support our success through their Canada-based work.

That’s why we were able to field our new capabilities effectively on such short notice and with relatively limited resources. Our training is second to none and the proof is in the quality of service we provide in Afghanistan; we’ve delivered 110 per cent and our customers are pleased.

Most recently, our helicopter force provided strong support to what’s been described as the largest NATO offensive against the Taliban yet and the largest air assault since the Second World War. As this operation continues to evolve, we anticipate that our ability to support operations will continue to grow with the introduction of enhanced capability as our CC-130J Hercules come on line this year.

Planning is underway for the redeployment of the Canadian Forces from Afghanistan in 2011, so that this massive logistical operation will, as the Chief of the Defence Staff has said, be conducted efficiently and effectively upon completion of our existing mandate. It will involve resources from all three environments—Navy, Army and Air Force—and I have no doubt that our Globemaster, Hercules and Polaris aircraft will be a vital part of this effort.

I am extremely proud of the men and women of the Air Force who made the Air Wing a reality on incredibly short timelines, and I continue to be proud of the difficult and vital work they carry out every single day. They are contributing directly to Canadian and international security, and their accomplishments are a clear demonstration of their pride, dedication and professionalism.

### Corrections

Sgt Sean Walsh and WO Rick Barrett’s pictures were reversed on page 9 of Crew Brief Vol. 8, No. 1. Sgt Walsh is on the left and WO Barrett is on the right.

Lieutenant-Colonel Dwayne Lovegrove’s first name was misspelled on page 18.



CH-147D Chinook helicopters fly in formation during a training mission for Operation Moshtarak (see page 14).

### Events in Trenton

I cannot close without taking a moment to talk about the arrest in February of the former wing commander of 8 Wing Trenton, Ont. on very serious charges. I simply want to say how proud I am of all our Air Force personnel—and most especially our military and civilian personnel working in Trenton—for the professionalism and dedication they demonstrated in coping with this traumatic event during the most intense operational period experienced by the Air Force in recent years. I was also particularly pleased and proud to see how the wing rallied around its leaders and how the local communities offered such tremendous support to the wing and its personnel.

With the appointment of Colonel Dave Cochrane as wing commander, 8 Wing is back in full swing under his capable leadership—its personnel are moving forward and delivering outstanding support to the CF, as they have always done.

*Sic Itur Ad Astra*

“Such is the pathway to the stars” 

*André Deschamps*

*Lieutenant-General  
Chief of the Air Staff*

*Commander of Air Command*





MCP KEVIN PAUL

# CHANGE IN THE AIR FOR AIRCRAFT MAINTAINERS

Aviation systems technician Cpl Richard Vantighem (now MCpl) of 440 (Transport) Squadron, Yellowknife, NWT, installs a new generator on the starboard engine of a CC-138 Twin Otter aircraft at Eureka, Ellesmere Island, Nunavut.

The aircraft maintenance community is embarking on an occupation transformation that will enhance support to air operations, increase overall readiness and combat effectiveness, and provide better flexibility to adapt to new fleets and technologies.

Dubbed the Air Occupation Enhancement (AOE), the shift will happen over the next seven years and will solve existing deficiencies within a workforce that makes up 38 per cent of all Air Force personnel.

"Aircraft technician occupations continue to evolve to ensure technicians have the deployable skills and knowledge required to support air operations," said Lieutenant-Colonel Mary Turkington, occupation advisor for aircraft technicians. "I am confident that we are not only prepared, but we also have the right leadership in place to effect this change."

After three years of study and analysis by Chief of Military Personnel and Air Force staff, these latest changes to the aircraft technician occupation

structure were fully supported by the Chief of the Air Staff in August 2009.

The changes will roll out this way:

- An air weapons systems (AWS) occupation will be created. It will take over—from the current aviation systems (AVN) occupation—all duties surrounding maintenance of air weapons, explosive ordnance disposal and improvised explosive device defence. This change addresses the erosion of air weapons skills that are increasingly required in our expeditionary Air Force.
- The aircraft structures (ACS) occupation will be revamped and expanded, almost doubling it in size by transferring the AVN work associated with flight line on-aircraft structures and all aviation life support equipment (ALSE) to ACS. ACS technicians will soon be equally employed on the flight line side-by-side with AVN, avionics systems (AVS) and AWS technicians. This change not only addresses the erosion of ALSE skills but also serves to facilitate expedient damage assessment and repair to operational aircraft through a team approach on the flight line.
- All aircraft technician warrant officers, master warrant officers, and chief warrant officers from AVN, AVS, ACS and AWS occupations will be consolidated into a new aircraft maintenance superintendent (AMSup) occupation. The creation of the AMSup occupation will remove occupational restrictions and, with the exception of a few ►

specialized positions, will produce the necessary functional expertise for effective employment in a breadth of areas, regardless of the previous occupation. This will also apply to the non-destructive testing (NDT) and flight engineer (Flt Engr) occupations since sergeants identified early through the “succession planning” process will have a “career gate” available for them to transition into AMSup upon promotion to warrant officer.

- Post 2015, the Flt Engr occupation will come under the umbrella of the air maintenance community including the transfer of Flt Engrs to the AMSup occupation when they reach the rank of warrant officer.

As a follow-on effect of all this restructuring, the AVN occupation (which is currently twice the size of the next largest maintenance occupation) will see a 30 per cent reduction in size


in the ranks from private to sergeant. The AVN occupation's scope was too large, which caused erosion of critical skill sets (most notably air weapons and ALSE) and forced the creation of operational streams that created inherent inflexibility of employment. The refocusing of the AVN occupation back to the traditional propulsion and airframe systems skill sets will narrow the occupation's scope.

AOE also encompasses a new employment philosophy centered on a “team concept on the flight line”, where all technicians offer their skill sets in a unified approach.

Transition to the AOE model has already begun behind the scenes as Chief of Military Personnel staff work to put into place the administrative systems and processes required for the new occupations to become reality. This comprises everything from coming up with

*The AVN occupation will see a 30 per cent reduction in size.*

new military occupational structure identification (MOSID) codes to creating new occupation badges. The new AWS and AMSup occupations will not come into full effect until this administrative work is completed later this year.

This change will affect such a large number of positions and occupations within the air maintenance community that it will be phased in over five to seven years to ensure a seamless transition and continued high levels of service. 

## NEW AIR FORCE TRAINING CENTRE


Last year, 2 Canadian Air Division / Air Force Doctrine and Training Division was established as a force generation organization to oversee Air Force doctrine, individual training and education. This transformational initiative will enhance the Air Force's ability to be a true learning organization with integration at all levels.

The change rebalances the force generation and force employment responsibilities that were previously held by a single commander at 1 Canadian Air Division in Winnipeg.

A key milestone was the recent creation of the Air Force Training Centre (AFTC), a centre of excellence that unites certain key “like-minded” training resources with a single training focus under one commander, Colonel Yvan Boilard, who is also the commander of 17 Wing Winnipeg, Man.

The Canadian Forces School of Meteorology; the Canadian Forces



School of Survival and Aeromedical Training; and the Canadian Forces School of Aerospace Studies—all located at 17 Wing—as well as the Canadian Forces School of Search and Rescue at 19 Wing Comox, B.C. and the Canadian Forces Aircrew Selection Centre at 8 Wing Trenton, Ont. now fall under the new AFTC. 

BGen Rick Pitre (right), commander of 2 Canadian Air Division, and Col Yvan Boilard, Air Force Training Centre's first commander, sign the official scrolls establishing the new centre.

CPL LEVARE MCDONALD



# INCREASING THEIR CHANCE OF SURVIVAL


When Canadian personnel serving in Afghanistan are seriously injured, they often need immediate medical evacuation to ensure their survival. With Canadian Forces helicopters now in Afghanistan, the Air Force can airlift wounded soldiers rapidly and safely so long there are qualified medical professionals on board trained in the complexities of treating patients in the air.

426 (Transport and Training) Squadron of 8 Wing Trenton, Ont. has begun to train forward aeromedical evacuation (AE) specialists to provide that critical, lifesaving capability in theatres of operation such as Afghanistan.

“The purpose of the course is to train medical technicians and search and rescue technicians (SAR techs) to provide a casualty rescue capability in support of rotary wing, point-of-injury evacuation,” said Lieutenant-Colonel Pierre Morissette, 1 Canadian Air Division surgeon.

“Forward AE specialists perform immediate life-saving measures on wounded soldiers in the field and provide medical treatment required during their air transport back to the nearest or most appropriate medical treatment facility.”

In December 2008, before employing Canadian helicopters into Afghanistan (six CH-147D Chinooks and eight CH-146 Griffons), the Chief of the Air Staff directed the Air Force to develop a forward AE specialist capability using Canadian helicopters on an “as-required” basis. That way, military commanders on the ground could order Canadian helicopters to airlift injured soldiers and to prepare for possible future operations where coalition forces might not be available to help. Previously the only CF personnel trained in this role were SAR techs who routinely treat patients on board aircraft during search and rescue missions.


Canadian aircrew and medical technicians have always performed in an exemplary manner, but treatment was usually based on airlifting a stable patient using unspecialized medical attendants on board. And although air transport clearly adds numerous advantages over ground transport in wartime, there are risks to the injured patient including hypoxia, gas expansion, and hypothermia. In the case of shock or blast injury, these added environmental stressors can adversely affect the chance of survival if not managed properly. 



MCpl Pierre Desrosiers (right), a Canadian forward AE specialist, in an American Blackhawk helicopter giving treatment to a patient en route to Kandahar Airfield.

## NEW NAME FOR AIR NAVIGATION SCHOOL

To more accurately reflect the modern deployment of air combat systems officers (formerly known as air navigators) and airborne electronic sensor operators, the Canadian Forces Air Navigation School—CFANS—has changed its name to 1 Canadian Forces Flying Training School (1 CFFTS) at 17 Wing Winnipeg, Man.

With the actual role of these two military occupations evolving far beyond their traditional tasks, it was felt that a new name for the school was in order. The new designation is more in line with existing basic flying training schools such as 2 Canadian Forces Flying Training School at 15 Wing Moose Jaw, Sask. and 3 Canadian Forces Flying Training School in Portage La Prairie, Man. that both offer varying stages of pilot training. 

# THE FUTURE

JOHN ROSSINO, LOCKHEED MARTIN



Canada's first CC-130J Hercules in the skies over Marietta, Georgia.

# TAKES FLIGHT

The Air Force's first CC-130J Hercules aircraft, tail number 130601, made its maiden flight on March 3, 2010 at the Lockheed Martin Corporation's manufacturing facility in Marietta, Georgia.



JOHN ROSSINO, LOCKHEED MARTIN

The new tactical airlift fleet began its introduction into the Canadian Forces in early June 2010 with delivery of the first aircraft—six months ahead of the original schedule. The contract for 17 CC-130J Hercules aircraft was awarded to Lockheed Martin in December 2007 and was recently amended to include provisions for fleet maintenance.


The CC-130J Hercules will be based at 8 Wing Trenton, Ont. and will enhance the Canadian Forces' capability to deploy personnel and equipment, both at home and abroad. The fleet will be used in a variety of missions, including troop transport, tactical airlift, major air disaster (MAJAD) response, northern support, support to the Disaster Assistance Response Team (DART) deployment and aircrew training.

While the CC-130J Hercules may look like the older E and H models on the outside, inside it is a completely new aircraft. Major Paul Anderson, a Hercules pilot from Trenton, said that the "J model is a state-of-the-art aircraft as opposed to 1950s platform that has been upgraded decade after decade...It's completely new".

A Lockheed Martin technician puts the finishing touches on the Air Force roundel on the first Canadian CC-130J Hercules at the company's plant in Marietta, Georgia.

To reflect this, the new Hercules tail numbers will be 130601 to 130617; the older Hercules have tail numbers in the 300 series.

The J-model can attain maximum cruising speeds of 660 km/h, has a maximum range of 6,852 kilometres and is capable of short takeoffs and landing (STOL) on unprepared runways, making it ideal for almost any terrain and challenging weather conditions. The new tactical airlift aircraft will replace older model CC-130 Hercules. The E and H models of this rugged and versatile aircraft have served the Canadian Forces well since the early 1960s.

Construction is underway at 8 Wing for a new training centre to train operators and maintenance personnel for the CC-130J and is scheduled for completion in spring 2011. 



# CF-18 MODERNIZATION: MISSION ACCOMPLISHED



LGen André Deschamps, CAS (fourth from the right) celebrates the CF-18 milestone with Jim O'Neil, Boeing's VP/GM Integrated Logistics (to CAS' right), L-3 MAS President Sylvain Bédard (to CAS' left) along with military and industry personnel involved in the project.


The Air Force has accepted the last of its upgraded CF-18 Hornets, bringing the nine-year, two-phased project to a close. All 79 of its fighter aircraft have been modernized using some of the most sophisticated aerospace bells and whistles in the world today.

"From the Gulf War in 1991, through the Kosovo campaign in 1999 and to the Olympics this past winter, the CF-18

Hornet has evolved into an aerospace powerhouse," said Lieutenant-General André Deschamps, Chief of the Air Staff, during the acceptance ceremony in Montreal on March 25. "This means that our fighter pilots, and the jets they fly, can now operate alongside any coalition forces in the world [and] inject themselves with confidence into any situation that requires the precision and power of a state-of-the-art fighter such as the Hornet."

Major Daniel Dionne, a CF-18 test pilot who flew the pre-modernized CF-18 over Kosovo in 1999 during NATO's Operation Allied Force, says there is a "world of difference" between the two aircraft.

"I am really excited about the improvements we have gained on this aircraft which now provides us with superior situational awareness—this modernized aircraft is a blast to fly."


Phase One of the project upgraded the CF-18's avionics, radar, radio and weapons capabilities. Phase Two provided a data link system to ensure CF-18s are interoperable with aircraft from the United States and other allied nations; a helmet-mounted cueing system to improve weapons targeting; colour cockpit displays to increase situational awareness and an upgraded, chaff-and-flare dispensing electronic warfare system to improve survivability. 

## HERON UAV REACHES 5,000 HOURS

Canada's CU-170 Heron unmanned aerial vehicle (UAV) has reached an important milestone.

On Jan. 7, 2010, after little more than a year of operations in Afghanistan, the Canadian Heron UAV Detachment (CHUD) marked 5,000 hours of operational flying time—more than 335 missions—flown in support of Joint Task Force Afghanistan (JTF-Afg) and other agencies in their area of responsibility.

The CHUD, part of the JTF-Afg Air Wing, provides intelligence, surveillance and reconnaissance (ISR), including counter-IED, force overwatch, and intelligence collection services.

As well as continuing and building on UAV operations conducted by their predecessors, one of the most recent rotations of personnel provided training to the newly-arrived Australian detachment and played a key role in developing their operation. 



Members of the Canadian Heron UAV Detachment celebrated 5,000 hours of operational flying in support of coalition forces in Afghanistan.


# CYCLONE TRIALS HELD IN SHEARWATER

A test version of the CH-148 Cyclone maritime helicopter, owned and operated by Sikorsky Aircraft Corporation, arrived at 12 Wing Shearwater, N.S. on Feb. 19. The helicopter was scheduled to remain in Shearwater for several weeks to conduct ship helicopter operational limitations (SHOL) trials in cooperation with Her Majesty's Canadian Ship *Montreal*.

This aircraft is a prototype of the 28 specially-designed maritime helicopters to be delivered by Sikorsky to replace the CH-124 Sea King. The CH-148 Cyclone will extend the



CPL JONATHAN BARRETT

offensive reach and defensive perimeter of a warship to about 175 kilometres. It will also add an enhanced ability to detect and destroy submarines and to observe and identify marine traffic; a faster, longer-range, and more versatile search-and-rescue/surveillance capability; and the ability to transport a broad range of cargo—from people to parts—quickly and safely. 

## CFS ALERT WELCOMES GLOBEMASTER

A new snowbird has been seen at Canadian Force Station Alert. On Wednesday, April 14 a CC-177 Globemaster III from 429 (Transport) Squadron conducted its first flight to CFS Alert, the most northerly, permanently inhabited location in the world.


The crew, led by aircraft commander Major Jean Maisonneuve of the Transport and Rescue Standardization and Evaluation Team based out of 8 Wing Trenton, Ont., brought the aircraft in just before 8:30 a.m. local time and were greeted by CFS Alert commanding officer Major Steve Power.



CAPT TREVOR HENDERSON

The CC-177 Globemaster III, which came into service in the Canadian Forces in 2007–2008, is used for a wide range of strategic and tactical missions for Canada's Air Force. It provides rapid delivery of everything from troops and cargo transport to oversized combat equipment—from coast to coast to coast and anywhere else worldwide.

"This flight assures greater ability to operate in and resupply the far North," said Peter MacKay, Minister of National Defence. "The CC-177s have proven their strategic value to the Canadian Forces over and over again, first internationally and now domestically."

CFS Alert provides support to Environment Canada and Arctic researchers, maintains signals intelligence facilities, and geo-location and high frequency and direction finding facilities to support search and rescue and other operations. 

A CC-177 Globemaster III lands at CFS Alert on April 14, the first time this type of aircraft had ever flown to Alert.



# GOLD MEDAL PERFORMANCE

*By Major-General Yvan Blondin*

*Commander, 1 Canadian Air Division  
and Canadian NORAD Region*

Where were you when Sidney Crosby scored the gold-winning goal in the 2010 Vancouver Winter Olympics?

Remember that pride we felt when our men and women had not only won gold in “Our Game,” but also had won more gold medals than any country ever in a Winter Olympics?

I want you to feel that same pride for Canada’s Air Force, which at the same time was also performing at a gold medal level. Thanks to the Combined Forces Air Component Commander (CFACC) construct and the selfless dedication of thousands of airmen and airwomen, the Air Force has the operational flexibility to conduct a range of missions around the world simultaneously and with limited resources.

In February, your Air Force brilliantly executed NORAD’s air sovereignty mission and supported the RCMP-led effort to ensure the Olympics were a sporting event and not a security event.

Concurrently, in the Foreign Affairs-led relief effort, the Air Force provided critical supplies and expertise to the people of Haiti to preserve life and alleviate human suffering.

Simultaneously, off the Horn of Africa, the Air Force was conducting daily flights in support of NATO-led anti-piracy efforts. In Afghanistan, it was employing multiple aircraft types to defend the fledgling democracy in its fight against the Taliban and Al Qaeda. In California, the Air Force was flying close air support and tactical aviation training missions to ensure our warriors deploying this summer are ready for combat. Meanwhile, here in Canada, the Air Force search and rescue personnel were performing daily miracles for Canadians in trouble.



MGen Yvan Blondin greets Jacmel Airport authorities during his visit to Haiti during Op Hestia.

The Air Component Commander concept allows us to optimize air effects from combat to humanitarian operations for the commanders of the organizations we support: Canada Command, Canadian Expeditionary Force Command (CEFCOM), NORAD, Canadian Special Force Command (CANSOFCOM), Canadian Operational Support Command (CANOSCOM), and the Air Force as well as the Army and the Navy.

Using our high-tech command and control centre that never sleeps, I am able to effectively multiply our limited air assets by swinging the force across the country and around the globe to mass where and when needed to ensure we deliver the optimum effect for the entire Canadian Forces team.

One evening shortly after the earth shook in Haiti, CEFCOM laid out a plan that depended on opening Jacmel airfield. From a cold start, the Air Force sourced and deployed aircraft and engineers to Jacmel and began herculean relief operations within 18 hours. It sounds simple—until one appreciates the thousands of properly trained, equipped and organized airmen and airwomen essential to ensuring this degree of operational flexibility and mission success.

This was a golden performance just like that “simple” give-and-go feed in overtime that won the Gold in Vancouver.

Be proud of your Air Force. I am! 



MGen Yvan Blondin, 1 Canadian Air Division and Canadian NORAD Region commander, watches a CC-130 Hercules land at the Jacmel Airport during a visit to the disaster-struck region of Haiti.

# HELPING HAITI



Canadian evacuees are secured aboard a CC-177 Globemaster III aircraft in Haiti en route to Canada.



A CH-146 Griffon comes in for a landing on HMCS *Halifax* near Jacmel. Griffon pilots underwent additional training for landing onboard ship while in theatre.



Search and rescue technician Sgt Dave Payne holds a baby for a flight to the American hospital ship *USS Comfort*.

The Air Force played a pivotal role in Operation Hestia, the Canadian Forces response to the disastrous earthquake that struck Haiti, close to Port-au-Prince, on Jan. 12, 2010. Op Hestia was part of a whole-of-government response that also involved Foreign Affairs and International Trade Canada, the Canadian International Development Agency and other governmental organizations. The men and women of the Air Force, who are well-trained and experienced in helping to provide relief assistance, played a vital role in providing aid to the stricken country.

Under Op Hestia, Joint Task Force Haiti (JTFH) deployed the Canadian Forces Disaster Assistance Response Team, a CF field hospital, naval vessels, strategic airlift, search and rescue technicians (SAR techs), firefighters and defence and security support, air traffic controllers and airfield engineers among others.

JTFH received extensive support from 8 Wing Trenton, Ont., which was the departure point for nearly all flights to Haiti. In the early days personnel from 2 Air Movements Squadron, wing operations and several other units worked around the clock to plan, build, load and airlift equipment, supplies and personnel. The first CC-130 Hercules left Trenton bound for Haiti only 18 hours after the quake. ►

## On the Cover

Search and rescue technician MCpl Nic Meunier of 424 (Transport and Rescue) Squadron, 8 Wing Trenton, Ont. checks the blood pressure of an elderly woman after she and her family arrived in the Canadian camp at Toussaint Louverture International Airport, Haiti.



PHOTO: CPL JULIE BÉLISLE





Cpl Eric Chafe (left), firefighter from 8 Wing Trenton, Ont., uses a concrete saw during the demolition of a collapsed house. Firefighters were employed in multiple roles as part of the Disaster Assistance Response Team.



CF personnel offload supplies donated by the people and government of Jamaica from a CH-124 Sea King helicopter.



Maj Annette Snow (left), a medical officer from Ottawa, speaks with an injured Canadian evacuee as he waits to fly back to Canada aboard a CC-177 Globemaster III aircraft.

A key element to the success of the airlift was the airbridge between Canada and Haiti. Most cargo planes—both CC-177s and chartered civilian airlifters—landed at Kingston, Jamaica where their loads were transferred to CC-130 Hercules aircraft and flown into Jacmel, Haiti. Canadians ensured that the Jacmel airport was rapidly improved to permit these landings. The Air Force conducted air traffic control, ground control and co-ordination of air operations in co-operation with the Jacmel Airport Authority.

Among the most rewarding aspects of Op Hestia for members was treating the injured and transporting them for further treatment, and airlifting nearly 5,000 Canadians out of Haiti.

*The men and women of the Air Force [...] played a vital role in providing aid to the stricken country.*

### “By the numbers”

- A total of 4,876 passengers were moved
- More than 840 flying hours were logged
- More than 124,000 kilograms were moved by helicopters within Haiti
- Nearly 2,400,000 kilograms were moved by cargo planes from Canada
- The Air Force employed three CC-177 Globemaster III aircraft, two CC-130 Hercules, a CC-150 Polaris (Airbus A-310), six CH-146 Griffon helicopters (four configured for tactical support to land operations and two configured for search and rescue), a CH-124 Sea King helicopter embarked on HMCS *Athabaskan* and a CC-144 Challenger.
- Air Force personnel from wings across the country supported the operation in a wide variety of roles. 175 Air Force personnel returned from Haiti when the operation ended in March. Over an eight-week period, more than 2,000 CF personnel deployed.

### READ MORE ON THE AIR FORCE WEBSITE!

For more stories and photos, visit the Air Force's newsroom at [www.airforce.gc.ca](http://www.airforce.gc.ca).





MCPL CRAIG WIGGINS

# LARGEST NATO OFFENSIVE YET

The Canadian aircrew, both CH-146 Griffon and CH-147D Chinook flights, who participated in Op Moshtarak.

In what has been described as the largest NATO offensive against the Taliban yet and the largest air assault since the Second World War, Canadian helicopter crews flew aerial assault missions during Operation Moshtarak in February.

Joint Task Force Afghanistan Air Wing (JTF-Afg Air Wing) deployed four CH-147D Chinook and four CH-146 Griffon helicopters and 65 personnel from Task Force Freedom, the Canadian helicopter force, to Helmand Province, Afghanistan to support the air-assault operation.

The goal of Op Moshtarak—a word for “together” in the Afghan language of Dari—was for the combined force (Afghan National Army, Afghan National Police, International Security Assistance Force and the Helmand Province Reconstruction Team) to support the government of Afghanistan in asserting its authority in central Helmand, in order to demonstrate its commitment to the people living there. Canadian helicopters inserted British, Estonian and Afghan troops into the village of Nad Ali, considered an insurgent hot spot.


British troops disembark a Canadian CH-147D Chinook helicopter during a rehearsal for Op Moshtarak.

The principal role of Canadian helicopters was to protect and transport approximately 380 coalition and Afghan National Army troops to the landing zone near the towns of Naqelabad Kalay and Shoval.

“You just couldn’t take a time out. You had to pay attention in all phases of flight,” Captain Mathieu Bergeron, who led the Chinooks in the air assault, told Canwest News reporter Matthew Fisher. “Everything was carefully de-conflicted in time and space, but you had to stay

vigilant because things don’t always turn out as planned.”

Among the 6,000 NATO combat troops involved in the operation were about 30 Canadian soldiers acting as mentors to a Kandahar-based Afghan battalion that deployed to Helmand prior to the start of the operation.

Canadian helicopters contribute to a pool of aircraft managed by the NATO-led International Security Assistance Force’s Regional Command South Headquarters. 



MCPL MATTHEW MCGREGOR



# OP PODIUM AIR COMPONENT DELIVERS

The Olympic torch relay passed through five Air Force wings and one station as it journeyed across the country. Cpl Rosemary Sveinson carries the torch at 14 Wing Greenwood, N. S., on Nov. 20, 2009.



PTE ALEX BOUCHARD

Operation Podium officially ended with the closing ceremonies of the Paralympic Winter Games in March. The performance by all military personnel and their ability to operate in such a large-scale operation involving such a wide range of security partners is a true testament to the high calibre of Canadian Forces personnel and their military ethos.

## Largest deployment in recent memory

Operation Podium was the Canadian Forces' support to the Integrated Security Unit (ISU)—led by the RCMP—during the 2010 Vancouver Olympic and Paralympic Games.

Planning for Op Podium began three years ago and resulted in the most complex domestic operation ever undertaken in Canada. Eight squadrons supported Joint Task Force Games' Air Component Commander (ACC), employing CH-146 Griffon, CH-124 Sea King, CP-140 Aurora and CC-138 Twin Otter aircraft. It was the first-ever deployment of a full and augmented Mission Support Squadron and the first employment within

Canada of a joint, multi-national and interdepartmental Air Security Operations Coordination Centre.

The Air Component (AC) managed three austere camps and conducted flying operations from six airfields. The AC flew over a joint operations area (JOA) of about 10,000 km<sup>2</sup> chock full of challenging terrain, including river deltas, snow-capped mountain peaks, densely-populated urban areas and tree-lined valleys. All demanded the utmost attention from aircrew flying diverse aircraft in some of the most complex airspace imaginable.

The sea-to-sky corridor from Vancouver to Whistler is a stretch of land that starts at sea level and soars to heights of more than 2,000 metres—but covers just 120 kilometres. And the JOA is home to some of North America's most challenging weather conditions for flying—low ceilings, high winds, snow, rain, fog and sleet, for starters. Op Podium ran

during the time of year when flying weather is at its worst and the challenge seemed even more daunting.

## Air Component shone

The AC airlifted RCMP, CF and security personnel and equipment, provided medical evacuation for RCMP and CF members, and provided air support for RCMP patrols and area surveillance. In addition to the AC, CANR provided aerospace warning and control, using CF-18 Hornets, CH-146 Griffons, CC-130 Hercules and CC-150 Polaris tankers as well as deployable radar units. ▶

WO Bob Chrétien, flight engineer with 438 (Tactical Helicopter) Squadron, St-Hubert, Que., flies on a CH-146 Griffon helicopter during an Op Podium exercise near Whistler, B.C.

SGT FRANK HUDEC



A CF-18 Hornet fighter jet refuels from a CC-150 Polaris during Op Podium.



Hundreds of Air Force personnel were employed in the joint operations area by the ACC, including more than 300 supporting the Canadian NORAD Region (CANR), 50 flying in direct support of the operation, and still more providing logistical and other support.

### A world first

Additionally, the AC operationalized video streaming from CP-140 Auroras and CF-18s for the first time in Canada. In a “world first,” the AC integrated data links from the Air Force, Navy and CANR, as well as the U.S. Navy, U.S. Air Force and U.S. Coast Guard, into one coherent air and maritime picture.

The AC drew personnel from every wing throughout Canada, from 5 Wing Goose Bay, N.L. to 19 Wing Comox, B.C. This represented a unique challenge for the AC. While the Land Component and Maritime Component essentially arrived with formed units, the AC formed its units after arriving in British Columbia, which was a significant challenge. The Air Force adapted to and overcame all these challenges to deliver what can only be described as a gold medal finish.

“The members of the Air Component did absolutely outstanding work during Operation Podium,” said Colonel Bill Veenhof, Air Component Commander. “The RCMP and other CF elements that relied on support from the AC can’t say enough about the tremendous service they received. The Air Force can be proud of what our team accomplished.”



Ordinary Seaman Aaricka Winlaw stands guard while two CH-146 Griffon helicopters prepare to land at HMCS Discovery in Vancouver, B.C.

## TRAINING FOR AFGHANISTAN



Canadian medics are given refresher training on casualty evacuation drills on the CH-146 Griffon helicopter during Exercise Maple Guardian at the Fort Irwin National Training Center, California.

The rugged terrain and often harsh climate of southern Afghanistan demand that troops be well prepared before they deploy there. Exercise Maple Guardian ensured that they are.

After many months of training at Canadian Forces Base Petawawa, Ont., and locations across Canada, Army and Air Force personnel deployed to the U.S. Army’s Fort Irwin National Training Center, California, for training throughout January and February.

The mountainous Mojave Desert, where Fort Irwin is located, closely matches the environment in which Canadian Forces personnel operate when they deploy to Afghanistan. The exercise confirmed that the Army’s Task Force 1-10—comprising 1<sup>st</sup> Battalion, The Royal Canadian Regiment Battle Group, the Provincial Reconstruction Team, the Operational Mentor and Liaison Team, and the National Support Element—was ready for action.

Approximately 3,700 soldiers took part in Maple Guardian, along with about 137 Air Force personnel—and their eight CH-146 Griffon helicopters—who hailed mainly from 430 Tactical Helicopter Squadron, which is located at CFB Valcartier, Que. but is part of 1 Wing Kingston, Ont. They are scheduled to deploy to Afghanistan with the Army’s task force this summer.


“Our ‘bread and butter’ is reconnaissance, escort, troop and equipment lift, armed overwatch and air observation. Our Griffon crews trained for all those tasks at Fort Irwin, as well as supporting others’ training,” noted Captain Chris Ashmead, a member of the training section at 1 Wing.



## ANTARCTICA: CHECKED OFF!

Major Meagan McGrath successfully skied unsupported from Hercules Inlet, Antarctica, to the South Pole, reaching her goal earlier this year. In doing so, she became the first Canadian to achieve this impressive feat that spanned 1,100 kilometres. The journey took her 40 days from start to finish. “I came into this with one perspective, and I’m certainly coming out of it with another,” she said on a Jan. 15 audio blog on Science North’s

website after reaching the South Pole. “It is a whole different experience.”

Maj McGrath is an aerospace engineer with the Air Force. In 2007 she achieved the “Seven Summits”—climbing peaks in each continent—the first Canadian Forces member and youngest Canadian woman to do so. And in 2008, she ran the Marathon des Sables, a seven-day race through the Sahara desert. 




SCIENCE NORTH



HCol Sam Shaw (right) shakes hands with Capt Jack Wesselo after HCol Shaw’s flight in a CH-146 Griffon helicopter. Capt Ian Bonnell (centre) joined Capt Wesselo during the flight.

## NEWEST HONORARY COLONELS

In recent months the following people have been appointed honorary colonels by the Minister of National Defence:


- Dr. Sam Shaw, President and CEO of Northern Alberta Institute of Technology in Edmonton—408 (Tactical Helicopter) Squadron, Edmonton, Alta., 1 Wing Kingston, Ont.
- Dave Mellin, retired owner of Comox Valley Insurance Company in Courtenay, B.C.—407 (Long Range Patrol) Squadron, 19 Wing Comox, B.C.
- Tom Bryk, President and CEO of Cambrian Credit Union in Winnipeg, Man.—Canadian Forces School of Survival and Aeromedical Training, 2 Canadian Air Division, Winnipeg, Man.
- Lieutenant-Colonel (Ret’d) John Hungerford—Maritime Proving and Evaluation Unit, 14 Wing Greenwood, N.S. 

## CONSTRUCTION ENGINEERS EXCEL

192 Construction Engineer Flight (CEF), a reserve unit of 19 Wing Comox, B.C., received a Canadian Forces Unit Commendation in February from the Chief of the Defence Staff, General Walt Natynczyk, for the crucial work they performed for the Air Wing at Kandahar Airfield (KAF).

In November 2008, members of 192 CEF in Aldergrove, B.C., along with personnel from 191 CEF in Comox and 14 (Construction Engineering) Squadron from Bridgewater, N.S. deployed to KAF to prepare sites for the arrival of the Joint Task Force Afghanistan (JTF-Afg) Air Wing.

The infrastructure was required for Air Force assets such as the Heron Unmanned Aerial Vehicle, the CH-147D Chinook and CH-146 Griffon helicopters.

In six weeks, the team built a mix of shelters with generators, electrical systems and ventilation, creating “home” for the Air Wing personnel who would be stationed there. After completing their work well ahead of schedule, the team carried out much-needed alterations and additions to the KAF Role 3 hospital that has benefited many wounded civilians and military personnel. 



Capt Peter Pitcher (left) and WO Thomas Bentley (centre) accept a CF Unit Commendation from the CDS, Gen Walt Natynczyk.

# HONOURS AND AWARDS



## Sacrifice Medals

Officer Cadet Norm Fortin received a Sacrifice Medal from the Chief of the Air Staff, Lieutenant-General André Deschamps, at a ceremony in February at 12 Wing Shearwater, N.S. In 2006, then-Master Corporal Norm Fortin sustained severe injuries caused by an improvised explosive device while serving in Afghanistan. OCdt Fortin has had ongoing treatments to recover from his injuries and is now working towards a degree in political science from St. Mary's University in Halifax, N.S.



To date, six Sacrifice Medals for wounds received in action have been presented to Air Force recipients. Seven Sacrifice Medals have been presented posthumously to families



Top left: OCdt Fortin (right) receives his Sacrifice Medal from LGen André Deschamps (left).

Above: Premier Darrell Dexter of Nova Scotia with LCol Douglas Baird (right).

Left: Capt Denis Beaulieu and Governor General Michaëlle Jean at Rideau Hall.

## SNOWBIRDS GAIN LEADERSHIP DEPTH



Lieutenant-Colonel Maryse Carmichael is the new commanding officer of 431 (Air Demonstration) Squadron—The Snowbirds. She is the first person of that rank to command the Snowbirds. The position of squadron commanding officer and flying formation lead (Snowbird 1—Major Chris Hope) were recently separated to provide both better administration of the squadron and better focus on training and flying activities. The squadron also now reports to 4 Wing Cold Lake, Alta., although it will physically remain at 15 Wing Moose Jaw, Sask. The new schedule for the 2010 Snowbirds flying season is now online at [www.snowbirds.forces.gc.ca](http://www.snowbirds.forces.gc.ca).

of Air Force personnel. Several Sacrifice Medals are yet to be presented to Air Force personnel.

## Bravery medals

Captain Denis Beaulieu of 419 (Tactical Fighter) Squadron, 4 Wing Cold Lake, Alta., received a Medal of Bravery from Governor General Michaëlle Jean in February for rescuing a man from drowning after his fishing boat broke apart.

LCol Douglas Baird, the deputy commanding officer of the Canadian Forces Maritime Warfare Centre in Halifax, N.S., was one of three people to receive the Nova Scotia Medal of Bravery from Premier Darrell Dexter in late November 2009. He was recognized for crawling across 150 metres of a frozen lake and pulling a man from to safety after he had fallen through the ice.





The CU-170 Heron lands at CFB Suffield during a training flight. Inset: Maj (Ret'd) Ulrich Jaggi.

"Every once in awhile a technology comes along that is a game-changer for the way militaries operate—technologies like the machine gun, biplane or jet engine. I think this is one of those technologies," said Major (Ret'd) Ulrich Jaggi.

Maj (Ret'd) Jaggi was recently awarded a Chief of the Defence Staff Commendation in recognition of his tremendous contribution to the implementation of and advances in the use of unmanned aerial vehicles (UAVs) by the Canadian Forces.

"This [commendation] represents a lot of work. The CDS has noticed your work, both in and out of uniform for the Air Force and Canadian Forces, and has recognized it," said Lieutenant-General André Deschamps, Chief of the Air Staff in presenting the commendation.

The commendation reads in part: "Major Jaggi's broad knowledge and expertise have played a pivotal role in the development and fielding of Unmanned Aerial Vehicles... Due in large part to Major Jaggi's efforts, UAVs are now regarded by the Canadian Forces as an indispensable asset for the provision of joint intelligence, surveillance and reconnaissance in support of operational requirements."

Maj Jaggi retired last year after 34 years of service with the Air Force.

## MERITORIOUS SERVICE CROSS AWARDED TO NORAD COMMANDER

General Walt Natynczyk, Chief of the Defence Staff, presented a Meritorious Service Cross (Military Division) to General Victor E. Renuart, Jr., commander of NORAD and a member of the United States Air Force, at the Citadelle in Québec City in April. Gen Natynczyk made the presentation on behalf of the Governor General.

The citation reads "From 2006 until 2009, General Victor Renuart, Commander of North American Aerospace Defence Command (NORAD) and United States Northern Command, displayed the highest level of professionalism, leadership and dedication. In his quest to improve the security of our nations, his outstanding determination, infectious esprit de corps, boundless energy and notable integrity ultimately resulted in unprecedented improvements in North American defence and security, and brought great benefit to Canada and to the Canadian Forces."

Gen Renuart retired as NORAD commander in May.



Scott Senecal (centre) accepts a scholarship cheque from Gerry McCaughey (left), President and CEO of CIBC, and Blake Goldring, Chairman of Canada Company and President and CEO of AGF Management Ltd.

## SCHOLARSHIP HONOURS HIS DAD

A scholarship fund set up for children of Canadian Forces members killed in action after Jan. 1, 2002 recently provided post-secondary funding to the son of an Air Force imagery technician.

Scott Senecal, from Moose Jaw, Sask., lost his father, Sergeant Chuck Senecal, on Oct. 9, 2008 when the military aircraft in which he was a passenger crashed northwest of 15 Wing Moose Jaw, Sask. The aircraft's pilot, Captain Bryan Mitchell, also died in the crash.

Mr. Senecal received a cheque for \$ 4,000, the maximum amount given yearly, from Canada Company. He is a recent graduate of the criminal justice program and is currently enrolled in the business management program at Lethbridge College in Alberta.

# FIRST EYE IN THE SKY RETIRES

The Canadian Forces' first retired CU-161 Sperwer unmanned aerial vehicle (UAV)—tail number 161001—was unveiled at its new home at the Canada Aviation Museum in Ottawa on Feb. 23, 2010, National Aviation Day and the 101<sup>st</sup> anniversary of the first powered flight in Canada.

CPL DOUG FARMER

Sperwer No. 161001 launches on its maiden flight in Kabul, Afghanistan in 2003.

"The early pioneers of powered, heavier-than-air flight—Alexander Graham Bell [and], Douglas McCurdy—had a dream," said Lieutenant-General André Deschamps, Chief of the Air Staff during the unveiling.

"They dreamed of putting a human being in an aircraft and putting that aircraft in the sky. I suspect, however,

they never thought that a hundred years later, we would take human beings out of aircraft and fly them using controls that might be dozens, maybe even thousands, of miles from the aircraft."

The Sperwer was the first UAV used by the CF; it began its operations in October 2003, just months after

the need for tactical surveillance capabilities were deemed urgent in Afghanistan. Managed jointly by the Army and Air Force, it logged more than 4,500 hours in intelligence, surveillance, target acquisition and reconnaissance related missions. It retired from operations in February 2009 and was replaced by the next generation of UAV, the CU-170 Heron.

## LANCASTER CRASH COMMEMORATION

405 (Long Range Patrol) Squadron will unveil a memorial stone on July 30 in Greenwood, N.S. commemorating the July 31, 1950 fatal crash of Lancaster # 965 at CFS Alert. Squadron members, family of the Lancaster crew and friends are invited to participate. For more information, contact:

Major Jason Kenny  
902-765-1494 (ext 3670)  
jason.kenny@forces.gc.ca

Captain Michael Cormier  
902-765-1494 (ext 3491)  
michael.cormier@forces.gc.ca.

Or visit the 14 Wing  
Greenwood internet site  
[www.airforce.gc.ca](http://www.airforce.gc.ca)

## CHANGES TO OVERSEAS SERVICE DECORATIONS

Canadian Forces personnel who have served multiple tours in southwest Asia will soon be sporting rotation bars on their medals, one of several changes to the recognition system for overseas service announced March 17, 2010. The changes affect the General Campaign Star (GCS), the General Service Medal (GSM) and the South-West Asia Service Medal (SWASM).

If you have previously been awarded the GCS, GSM or SWASM, find out more by reading the article in the March 24, 2010 edition of The Maple Leaf online at [www.forces.gc.ca](http://www.forces.gc.ca), consulting the Directorate of Honours and Recognition website at [www.cmp-cpm.forces.gc.ca/dhr-ddhr](http://www.cmp-cpm.forces.gc.ca/dhr-ddhr) or calling the honours and recognition hotline at 1-877-741-8332.



The General Campaign Star showing new rotation bars for additional periods of qualifying service.