

AIR FORCE

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CREWBRIEF

GOVERNOR GENERAL MICHAEËLE JEAN TAKES FINAL SALUTE

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National
Defence

Défense
nationale

Canada



SGT RON FLYNN

THE CHALLENGES OF 2010

CF personnel board a CH-146 Griffon helicopter from 400 Tactical Helicopter Squadron, located at CFB Borden, Ont., during Op Nanook.

With the start of 2011, it is time to reflect on the year that has just drawn to a close.

As I noted in the last edition of *Crew Brief*, the Air Force experienced an extremely high tempo of operations during the first six months of 2010 as we carried out two major planned operations—support to the Olympics and support to the G8/G20 summits—as well as our contribution to the whole-of-government response to the earthquake disaster in Haiti.

As the year progressed, we had strong presence in northern sovereignty operations, culminating in Op Nanook in Canada's eastern and high Arctic

In terms of equipment, we took delivery of the first of our new CC-130J Hercules tactical airlifter in June and quickly

put it to good use. Summer also brought the announcement that the Government was exercising its option under the Joint Strike Fighter (JSF) Program memorandum of understanding to acquire the F-35 Lightning II as Canada's next generation fighter.

Throughout this busy period, the men and women of your Air Force ensured that all our other tasks and missions were fulfilled, including searching for and rescuing Canadians in danger, providing air transport and support to Canadian and Allied troops in Afghanistan, ensuring the movement of troops (including our fallen comrades) between Canada and Afghanistan, guarding Canadian airspace, participating in national and international exercises, as well as keeping all our other operational, training and support activities moving forward. ►



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Every single person on the Air Force team—Regular Force, Reserve Force and civilian employees—whether deployed on operations and missions or ensuring daily work continued unabated at wings and headquarters, contributed to these efforts.

All personnel put in stellar work and, as I have told them all, I am proud of their spirit, their dedication and their professionalism in ensuring we achieved success in our many areas of responsibility.

The past year also brought events that affected all of us in uniform, especially the Air Force family, and deeply shocked Canadians.

I am referring, of course, of the arrest and conviction of Russell Williams, former commander of 8 Wing Trenton, Ont., on 88 counts—including break and enter, sexual assault and first-degree murder. On Oct. 21, 2010 he was sentenced to two concurrent terms of life in prison for the first-degree murders of Corporal Marie-France Comeau and Ms Jessica Lloyd.

Diligent police work ended this terrible pattern of violence and we in the Canadian Forces are grateful to the police forces involved. Like my fellow citizens, I was profoundly disturbed by the horrific facts presented in court during the disclosure of evidence following Mr. Williams' guilty plea; members of the CF felt it to the core.

As a result, National Defence took the following actions:

- On the recommendation of the Chief of the Defence Staff, Governor General David Johnston revoked Mr. Williams' commission as an officer of the CF—an extraordinary and severe decision that may be a first in Canadian history. He no longer possesses a rank as a member of the Canadian Forces.
- He was stripped of his medals and decorations.
- His pay was terminated; action began to recover his pay dating back to his arrest in February and he has been denied severance pay.
- He was released from the CF under release item 1b (*Queen's Regulations and Orders*) "Service Misconduct". This is the most serious release item possible.

Under the *Superannuation Act* there are no grounds to revoke Mr. Williams' pension; entitlement to pension is not affected by the type of release from the military.

I would like to clarify that Mr. Williams could not be tried by court martial. Firstly, there is no jurisdiction under the CF's *Code of Service Discipline* to try persons charged with murder when those murders took place in Canada, and therefore Mr. Williams was tried and convicted in a civilian court under the *Criminal Code of Canada*. Furthermore, the *National Defence Act* specifically prevents an individual from being tried by court martial where the




LGen André Deschamps (right), accompanied by Col David Cochrane, commander of 8 Wing Trenton, Ont., speaks to the media following the conclusion of Russell Williams' court case.

offense has been previously dealt with by a civilian court. This basic principle, often referred to as "double jeopardy", is fundamental to our military and civilian justice systems.

I spent the morning after the sentencing with the personnel of 8 Wing, and with members of the local community. All of us reflected on the events that had taken place and had trouble finding the right words to express our feelings.

From what I saw at 8 Wing on Oct. 21 and during the months between Mr. Williams' arrest and sentencing, our morale and sense of cohesion have been shaken, but we are healing. Nevertheless, all of us in the CF remain steadfast in our commitment to defending Canada and Canadians.

I am extremely proud of the personnel at 8 Wing. Facing this ordeal, they responded superbly by focusing on the operational mission at hand and by redoubling effort and intensity. All the other Air Force wings across the country look to them as an example of determination.

While doing so, we will not forget Marie-France Comeau and Jessica Lloyd, the other many victims, and their families. They will remain in our thoughts and prayers forever. 

André Deschamps
Lieutenant-General

Chief of the Air Staff and
Commander of Air Command

CREATING AGILITY IN AIR FORCE DOCTRINE, TRAINING AND EDUCATION

By Brigadier-General Rick Pitre

Commander, 2 Canadian Air Division /
Air Force Doctrine and Training Division

Doing things, smarter, cheaper and faster—those are the buzz words we often hear today when we talk about “transformation”. Factor in the most dramatic changes to our mission set and operational tempo in recent memory, an explosion of tasks, and what you have is the perfect “transformation storm”. So what better way to divide and conquer than with a purpose-built entity, taken from within, to focus on training and education excellence?

Over the last year, 2 Canadian Air Division has forged ahead with new initiatives, working to meet the needs of a new generation of technicians and operators.

Already we have seen a number of transition successes: a re-energized Canadian Forces School of Aerospace Studies with its own commandant; a new and improved aerospace systems course that is now an accredited Masters in Public Administration program; the stand-up of the Air Force Training Centre; the rollout of an Air Force lessons learned campaign; and an end-to-end pilot production stakeholders’ forum.

Furthermore, when we consider today’s generation of young folks coming into the Canadian Forces, we can easily see that they live and breathe technology, and so technology plays a big part in what we do.

In May, Chief Warrant Officer Dave Fischer was appointed commandant of the Air Command Academy at 16 Wing Borden, Ont. The milestone of a non-commissioned member formally assuming these responsibilities for the first time sets the tone and the stage for further great initiatives to empower training and education for and by


*Excellence is not a skill,
but an attitude.*



Transforming Air Force training and education must be carried out while still meeting international and domestic obligations such as Operation Lama, the CF assistance to Newfoundland in the wake of Hurricane Igor.

our non-commissioned member cadre. It is of special significance not only for the Air Force community, but for the entire Canadian Forces.

Excellence is not a skill, but an attitude. Our continued success depends on the next generation of training, which will need to focus even more heavily on agile, integrated information and learning environments that maximize all of the available resources across the Air Force.

I look forward to this continued evolution, and to the challenges we will take on together as we work towards these efforts and others such as the “taming of the simulation beast”. Being resource-savvy, practical and output-focused will be key! 

HEALTHIER FUTURE FOR FLIGHT ENGINEERS

As the Air Force continues to acquire new technologies and new operating procedures, it is inevitable that the duties required of aircrew will also evolve. Such is the case for Canadian Forces flight engineers.

Flight engineers are highly-trained technical experts who must know everything about the airframe they are flying. Aircraft commanders depend on them to ensure all systems on board the aircraft are “good to go”.

Flight engineers also perform a wide range of other essential duties and tasks before, during and after flight that must be carried out to very exacting standards. To determine the best way of carrying out these duties, careful study and analysis of the flight engineer occupation was undertaken last year. As a result, a long-term vision now exists for this important air crew occupation.

Over the coming years, the flight engineer occupation will undergo

some fundamental changes to ensure its long-term health and to better position its members as they continue serving the Air Force in the future.

With these changes, it is clear that even after our “legacy aircraft”, such as our older model CC-130 Hercules, are withdrawn from service and flight engineers no longer work directly on flight decks, we will still need these professionals to perform many key functions on our current and future aircraft.

The changes to the flight engineer occupation which we have now established will be implemented in two phases: the first will take place between now and 2015, and the second phase will begin in 2015. ►



Door gunner MCpl Dale Warren, a flight engineer with 408 Tactical Helicopter Squadron, 1 Wing Kingston, Ont., onboard a CH-147D Chinook helicopter in Afghanistan.

MCpl Ken Gardiner, flight engineer with 424 Transport and Rescue Squadron, 8 Wing Trenton, Ont., performs pre-flight checks on a CH-146 Griffon helicopter.



Phase I: Getting the occupation to a healthy state

During Phase I, the rank structure for flight engineers will be revamped to make it consistent with other Canadian Forces occupations and to ensure flight engineers have sustainable promotion and succession planning opportunities.

Phase I will also see screened and suitable flight engineer candidates recruited through CF recruiting centres in 2011, where previously they were recruited from within the aviation systems technician occupation.

In order to assure a degree of experience on specific fleets, new flight engineers will be assigned their flying platform following their initial maintenance training. They will work for a period of time developing maintenance expertise and will then be retained on that platform as a flight engineer. This will build a degree of cohesion with the aircraft technicians, with whom flight engineers will continue to work closely.

Phase II: Greater synergy with aircraft maintenance colleagues

As legacy fleets retire, the number of flying positions within the flight engineer occupation for those aircraft will be reduced. However, the end goal is to ensure the flight engineer occupation remains viable and healthy over the long term.

Having said this, going into Phase II, we envision that flight engineers will have greater synergy and cohesion with their aircraft maintenance colleagues. After 2015, we plan that flight engineers will remain a stand-alone occupation from the private to sergeant rank level, with promotion to warrant officer entailing a transfer to the aircraft maintenance superintendent occupation. This is consistent with changes that are coming for aircraft maintainers in the near future.


To ensure the diversity of maintenance experience necessary to achieve this, flight engineers will eventually see enhanced opportunities through

periodic employment in maintenance positions, up to the rank of sergeant. As a result, flight engineer career paths will no longer be restricted to flying operations—which in turn will provide better opportunities for succession planning and rank progression.

The upshot of all this will be improved operational cohesion between the two fields as well as an infusion of operationally-focused and experienced flight engineers throughout the aircraft maintenance community.

End state in sight

The end-state will not be created overnight, but we now have a clear, long-term vision for the flight engineer occupation, which has a long, proud and illustrious history within the Air Force.

It's clear Canadian Forces flight engineers can now look to the future with confidence, knowing they will continue to play a vital role in Air Force operations. 


AIR FORCE DEMOGRAPHICS

Air Force modernization comes at a time when all employers, not just the Air Force or Canadian Forces, face a challenging demographic situation. Not only is the aging “baby boomer” population beginning to retire, the Air Force is also contending with a competitive labour market both to retain those currently in uniform and to attract new recruits. Add to this an extremely high operational tempo, and the situation presents a pressing challenge.

In today's Canadian Forces, members are assigned to one of three distinctive elements: Air Force, Army or Navy. About 20,000 members of the Regular Force (employed full-time and usually enrolled for long-term service) as well as about 2,860 Primary Reservists (who train regularly and may work alongside their Regular Force counterparts on a part-time and sometimes full-time basis) wear the “Air Force blue” uniform. However, not everyone wearing an Air Force

uniform works exclusively in support of air operations; Air Force personnel may work for the Army, Navy or other commands or headquarters units.

In spring 2010, the Air Force had 12,829 Regular Force and 3,391 Primary Reserve positions established to meet its defence obligations, working exclusively in support of air operations. 12,030 Regular Force personnel and 2,284 Reservists were trained and being effectively employed in these positions.* This means that the Regular Force workforce is more than six per cent undermanned, while the Air Reserve is more than 30 per cent undermanned.

The Air Force is taking immediate action to overcome these shortages and move toward a future that includes a balanced and sustainable workforce. This will be achieved over a period of years by following the priorities of recruiting, training and retaining Air Force talent. 

*These numbers do not reflect the 2010 active posting season.

ENVIRONMENTAL SUSTAINABILITY PLAN

CPL DAF0CY LEFEBVRE



Search and rescue technicians MCpl Phil Friolet, Sgt Bryce Culver and MCpl Steve Delage from 424 Transport and Rescue Squadron, based out of 8 Wing Trenton, Ont., move a simulated casualty while participating in a land rescue exercise during Search and Rescue Exercise 2010 in Whitehorse, Yukon. Planners incorporated environmental protection into the exercise to minimize damage to the environment.

The Air Force is doing its part to sustain Canada's environment, as implements the *Pan-Air Force Environmental Sustainability Implementation Plan*.

The plan outlines achievable, affordable and action-oriented goals to reduce the environmental impact of Air Force operations at home and abroad. It stems from the *Air Force Environmental Vision and Strategy*.

"The overall goal of the Air Force is to realize a balance between good environmental practices and achievement of our defence mission on behalf of Canada," said Lieutenant-General André Deschamps, Chief of the Air Staff.

The practical plan falls into four broad categories:

- Environment management focusing on clean-up of current and former Department of National Defence sites and ensuring compliance with current regulations.
- Transportation management, including the implementation of alternate fuels and increasing efficiency for ground and air fleets.
- Infrastructure management such as sustainable building practices.

- Meaningful implementation, focusing on leadership-directed policy implementation and ensuring environmental practices are integrated into Air Force standard operating procedures at all levels.

"To ensure the health and well-being of Canada's environment today and into the future, every Air Force member must embrace responsible practices to continuously minimize our impact on the environment without affecting essential operations," said Major-General Yvan Blondin, commander of 1 Canadian Air Division.


With the expertise of environmental, infrastructure, and engineer management specialists within the construction engineering section at 1 Canadian Air Division, achievable goals are being established against which Air Force operations will be measured.

Some of the specific goals include the establishment of a comprehensive inventory of absolute greenhouse gas emissions (including a percentage target for Air Force-wide reductions in those emissions), improving water use efficiency and management (supported by internal communication efforts to prevent pollution, eliminate waste), and advancing the integration of environmental ►

planning and action into operations at the regional and local levels.

“If we are to have a real, sustainable positive impact on our environment, our goals—and our means of achieving them—must be clear, clearly achievable and clearly measurable in the short, medium and long terms,” said Scott Edwards, who leads the environment team at 1 Canadian Air Division. “This implementation plan helps define what is required of us and we must hold ourselves accountable.”

An example of integrated environmental and operational planning is the engagement of environmental staff in the planning and execution of the 19 Wing Comox, B.C.-led National Search and Rescue Exercise (SAREX) that took place in Whitehorse, Yukon in September. Going into the exercise, Colonel Michel Lalumière, commander of 19 Wing and the officer-in-charge of the exercise, said, “Northern Canada represents a particularly vulnerable aspect of our environment, and as CF members, protecting that environment is as Canadian as protecting our fellow Canadians”.

During the planning of SAREX, the 19 Wing environment officer worked closely with exercise coordinators and local, regional and national authorities to ensure all environmental sensitivities were identified so that appropriate waste mitigation measures could be applied. 



DR. DAN JOHNSON

4 Wing Cold Lake, Alta. is experimenting with environmentally-friendly ways to control grasshoppers, which attract birds near runways—a potentially life-threatening cause of birds flying into the engines of aircraft taking off and landing.

SAREX GOES GREEN



The vast, pristine Yukon wilderness as seen from a civilian aircraft participating in SAREX.


The Canadian Forces put an emphasis on green practices at SAREX 2010, an event that brought together military and civilian specialists for skills competitions and training in search and rescue.

A few months before the exercise, organizers conducted a formal environmental assessment of the Whitehorse, Yukon area to ensure the SAREX environmental footprint would be minimized.

All SAREX participants were instructed to report wildlife sightings so that measures could be taken to avoid disturbances to animals and their nesting. Certain wetlands near the exercise were designated as no-fly zones.

The 19 Wing Comox, B.C. civilian environmental officer, Vicky Naish, was on site for the event's duration.

“My job is to monitor our exercises and advise on measures that may mitigate the overall environmental impact,” said Ms Naish. “Things can always improve and I’m happy to assist in that process.”

Some shallow-rooted trees were unfortunately toppled by helicopter downdraft so an on-scene assessment and clean-up was conducted. Three smoke markers used in the marine exercise were also retrieved and Air Force orders have since been updated to place tighter restrictions on the use of smoke markers. 

LEARNING TOOL ACHIEVES MILESTONE

The Air Force Integrated Information and Learning Environment (AFIILE) project is a building block in transforming the way the Air Force generates highly skilled and qualified people.

It is providing the Air Force with a world-class, web-based, learning management system that combines student records, document control, rich media delivery, schoolhouse resource management and scheduling, all in an integrated package called “the platform”.

The AFIILE team has tested, installed, and done initial configuration of the AFIILE suite of four software applications on National Defence’s intranet (internal network). These applications support the needs of training establishments and other force generation initiatives within the Air Force.

“The Air Force is under significant pressure to reduce costs and AFIILE offers options [for doing that]”


— LCol Rick Thompson

AFIILE was initially rolled out to four units: 403 Helicopter Operational Training Squadron at CFB Gagetown, N.B.; 404 Long Range Patrol and Training Squadron at 14 Wing Greenwood, N.S.; the Aerospace and Telecommunications Engineering Support Squadron at 8 Wing Trenton, Ont.; and the Canadian Forces School of Aerospace and Technology at 16 Wing Borden, Ont.

With Phase I complete, the AFIILE team will soon implement Phase II, which includes incorporating lessons

learned and rolling out to all remaining Air Force schools. With the AFIILE “platform” in place, work can continue on content development. The courseware being developed includes, for example, electronic learning packages for tactical aviation first officers and flight engineers, for electronic performance support systems for CT-142 Dash 8 engine change, and for maintenance managers.

“AFIILE will reach every school and every individual in the Air Force,” said Lieutenant-Colonel Rick Thompson of the Directorate of Air Programs in Ottawa.

“The Air Force is under significant pressure to reduce costs and AFIILE offers [options for] a blend of training approaches, including using electronic courseware to reduce [travel] costs and accelerate qualification. 

EXPERIMENT DIRE


When disaster strikes, police, fire, ambulance and the Canadian Forces have to be able to talk to each other.

The clock is ticking and lives are at stake. What hampers first responders more than anything, and delays their ability to coordinate search and rescue efforts, is the lack of communication between agencies. Why? Because there is no universal standard in Canada for the kind of communication devices or frequencies that should be used in an emergency.

Major Bernie Thorne, who heads up the Air Force Experimentation Centre in Ottawa (part of the Canadian Aerospace Warfare Centre at 8 Wing Trenton, Ont.) coordinated the Disaster Interoperability Response Experiment (DIRE) in Ottawa in October. Ottawa police, fire and paramedics worked side by side to manage a simulated earthquake response using aerostats, or giant tethered balloons, to relay information. Three engineering students from Ottawa, working with Defence Research and Development Canada,

built and operated the live streaming video, transmitted from the balloons that participants used in their decision making.

The aerostats are small enough to be loaded into the trunk of a car, taken to a disaster scene, loaded with video cameras and radios, inflated and launched. Transceivers on the balloons relay voice communication from the ground to locations as far as 60 kilometres away, much further than most “line of sight” devices such as ground-based radios can transmit.

Maj Thorne says there are municipal, provincial and federal working groups trying to achieve a common standard for disaster communications and he hopes their work will lead to a new national standard. 

There is no universal standard in Canada for the kind of communication devices or frequencies that should be used in an emergency.

A full-scale mockup of the F-35 Lightning II was on hand for the July announcement that Canada would acquire the 5th generation fighter.

THE F-35 LIGHTNING II

By Lieutenant-General André Deschamps

I am delighted that the Canadian Forces will acquire the F-35 Lightning II, and I am fully convinced that this is the right fighter aircraft for Canada.

Threats and mission requirements

We examined requirements for our new fighters very closely and finalized them in early 2010. We looked at future and current roles and missions that our next generation fighter capability would be responsible for and the environment—physical and threat—in which it would be operating.

We need a capability that enables us carry out our core missions of defending the sovereignty of Canadian and North American airspace through NORAD, providing Canada with an effective and modern capability for international operations, and effectively conducting joint operations with our Allies through NATO or a coalition.

Manned fighters are essential to this capability. No air platform—including

unmanned aerial vehicles—can carry out this demanding and complex task, whether operating in the air-to-air or air-to-surface environments.

We need robust aircraft, capable of operating across Canada's vast geography and under harsh and varying weather conditions and deterring challenges to Canadian sovereignty. Given the high cost of any fighter aircraft, Canada must meet all its defence needs with a single, multi-role fighter.

Our fighter aircraft must be capable of undertaking multiple roles, and flexible enough to deal with threats and missions that were unexpected at its time of conception. We know that some of the threats faced by the CF-18 in the late 20th century have faded, some have continued and new ones have emerged. There is



CPL DARCY LEEFVE

LGen André Deschamps, Chief of the Air Staff, sits in the cockpit of the mock-up of the F-35 Lightning II.

no reason for us to doubt that we will continue to see similar fluidity and evolution in threats as this century unfolds.

5th generation

Analysis of our qualitative, high-level mandatory capabilities made it clear that only a 5th generation fighter could satisfy those requirements in the

increasingly complex and uncertain future security environment.

Three key capabilities distinguish a 5th generation fighter from a 4th generation:

- Interoperability to a degree not achievable with current platforms.
- Sensors/data fusion that allows for a dramatic reduction in pilot workload and increase in effectiveness.
- Survivability resulting from low observability or stealth technology, which is a huge advantage in all maritime, land and air combat situations.

A 4th generation aircraft cannot be upgraded to a 5th generation.

The F-35 Lightning II is revolutionarily different in terms of capability and brings unique advantages:

- Stealth technology—low observability—will significantly reduce the aircraft's electromagnetic signature and therefore reduce detection by enemy sensor systems. It provides lower risk and improved survivability for the pilot as well as enhanced intelligence, surveillance and reconnaissance (ISR) capabilities.
- Advanced sensor and data fusion technology will gather, synthesize and display information to help pilots

understand the tactical situation at a glance, make complex tactical decisions quickly, and take decisive action. The aircraft takes care of much of the data gathering and synthesis that pilots now have to do themselves, and which has become almost overwhelming in its quantity and speed. In effect, the aircraft is the co-pilot.

- We will have interoperability with our partners/Allies that will be seamless, safe and effective within NORAD and NATO and on coalition operations.

The F-35 allows us to share the entire situational awareness that the aircraft sees with partner aircraft. When we go into operations abroad with a coalition of like-minded nations with the same platform, the aircraft are the same. Therefore, we can share resources and we can quickly go into an operation without weeks of training because we have the same kit and the same software as our partners. It makes a big difference in how we're going to do business as a coalition.

- The aircraft is sustainable. We will be able to replace lost aircraft—or acquire additional aircraft if the future global situation demands it—because the production line will operate until at least 2035. Software

will be upgraded on an ongoing basis bringing huge savings and keeping the aircraft up to date as technology evolves.

The F-35 is a single engine aircraft; the CF-18 is a twin-engine. Engine safety and performance have improved greatly compared to that of previous generations and as a result, modern single- and twin-engine fighter aircraft have virtually equivalent engine-related attrition rates from either engine failure or combat damage. There are, however, significantly lower operating and maintenance costs in a single engine configuration.

Process

Production of the F-35 Lightning II is a multi-national initiative to build an affordable, sustainable, multi-role and stealthy fighter aircraft.

Canada joined the JSF Program in 1997. Since then, we, along with the other partner nations (United States, United Kingdom, Italy, Australia, Turkey, Norway, Denmark and the Netherlands), have been consistently consulted on a wide range of program activities and issues—including the rigorous competition between Boeing and Lockheed Martin that resulted in Lockheed Martin being selected to produce the JSF in 2001.



TOM REYNOLDS © LOCKHEED MARTIN

F-35 Lightning IIs in flight.



CPL DARCY LEFEBVE

The cockpit interior in the full-scale mockup of the F-35 Lightning II.

The CF-18 Hornet will remain our front line fighter until the 2020 time-frame, when it reaches the end of its life expectancy. The first Canadian F-35 is slated for delivery in 2016. The timing will allow for phase-in of the Lightning II, ensuring we can re-train our personnel and while avoiding a gap in our operational capability.

Not only is the F-35 Lightning II the only aircraft that meets our mandatory capabilities, it is the only 5th generation aircraft available to Canada. The 5th generation F-22 Raptor is an excellent air superiority fighter that is being upgraded through the addition of selected capabilities that have their origin in the F-35, but the United States government does not permit foreign sales. Russia has a 5th generation under development, and China is expected to do the same.

Costs

The acquisition will cost \$9 billion. However, this represents the cost of the 65 individual aircraft as well as contingency funding for currency escalation plus program costs, integrated logistics support, weapons, infrastructure, simulation and so on—all of which would be intrinsic costs to any modern fighter acquisition.

We are acquiring the conventional take-off and landing variant, the most cost-effective variant. We estimate the cost per aircraft to be in the low- to mid-\$70 million (U.S.) range. We will be purchasing our aircraft between 2016 and 2022, which will be the peak point of production and therefore when costs are projected to be at their lowest. It offers best value of any fighter available to us.

Canadian companies will have an opportunity to provide products and services for the entire global JSF supply chain. With that work involving an expected 3,000 aircraft, and potentially up to 5,000 platforms, this represents a huge opportunity for the aerospace industry in Canada over the lifetime



F-35 Lightning IIs in flight.

of the F-35. It's estimated that more than \$12 billion in potential industrial opportunities exist for Canadian companies to deliver the F-35 to our partners. Furthermore, acquisition by other nations will result in further benefits for Canadian companies.


To date, Canada has invested \$168 million in the JSF Program. Since 2002, our participation has led to more than \$350 million in contracts for Canadian companies, research laboratories and universities.

Meeting our future needs

Given the increasingly complex and uncertain future security environment, the F-35 Lightning II will provide

Canada with the greatest probability of mission success and the greatest probability that our men and women will survive and return safely from their missions.

We are acquiring the F-35 Lightning II to protect Canadian interests and to counter tomorrow's threats. Procured and sustained through the JSF Program, the F-35 is the best value for our taxpayer dollar, and will keep Canada at the forefront of fighter operations—enabling our fleet to remain relevant, flexible, viable and sustainable well into the middle of this century.


Visit www.airforce.gc.ca and click on "Features — F-35" for more news and information. 

DAVID DRAS © LOCKHEED MARTIN

MAINTAINING THE HORNET

The contract renewal between the Government of Canada and L-3 MAS for the maintenance of the CF-18 Hornet fleet was announced on Sept. 1 at the L-3 MAS facility in Mirabel, Que.

The contract, worth \$468 million, will run until at least 2017, with an option to renew until 2020. The lifecycle of the CF-18 fighter jets is projected to last until at least 2017, when the F-35 Lightning II will become operational in the Canadian Forces.

"Our government has awarded to L-3 Communications MAS this important contract to keep the CF-18 fleet in optimal condition until its retirement at the end of this decade," said Prime Minister Stephen Harper. "This will of course strengthen Canadian sovereignty but it will also generate significant economic benefits for the Canadian aerospace industry." 



The new J-model Hercules in flight over Trenton.

WO CAROLE MORISSETTE

WO CAROLE MORISSETTE

PTE GISELE LEBLANC

Defence Minister Peter MacKay greets the crowd from the hatch of Canada's new CC-130J as the aircraft taxis to a stop at 8 Wing Trenton.

The first of 17 new CC-130J Hercules tactical airlift aircraft landed at 8 Wing Trenton, Ont. on June 4, 2010—six months ahead of schedule and on budget.

"This truly is an historic day for 8 Wing, for the Air Force, for the Canadian Forces and, one could say, for the country," said Assistant Chief of the Air Staff, Major-General Tom Lawson, during the arrival ceremony.

Defence Minister Peter McKay, who only a few hours earlier officially accepted the aircraft from Lockheed Martin Corporation at its manufacturing plant in Marietta, Georgia, explained why acquiring the new "Super Hercules" is so important.

"It can fly further, faster, carry a greater payload, take off on a shorter field and is just as rugged as the venerable CC-130s that we still have in service today..."

"This will help our forces bring relief, support and sustenance when and where it is needed most and these aircraft will serve us for many, many years to come."

The 8 Wing aircrew for the CC-130J Hercules arrival in front of the new aircraft: (left to right) Maj Steve Lamarche, WO Don MacLean, MWO James Jeckell, Maj Mark Goulden and WO Dale Sturgeon.

FAST FACTS

The fleet will be used in a variety of ways, including troop transport, tactical airlift, humanitarian relief such as support to Disaster Assistance Response Team deployments, and aircrew training.

By early November, five aircraft had been delivered, with the final one to be delivered by 2012. All 17 CC-130Js will be based at 8 Wing Trenton, Ont.

The CF has flown variants of the CC-130 Hercules aircraft since 1960. Since then, the fleet of 19 E-model and 13 H-model Hercules have served Canadians well at home and abroad; in fact, Canada's older E-model Hercules aircraft have logged more flying hours than any comparable Hercules in the world. These aircraft are now being withdrawn from service as they reach the end of their economic life. Several E-models have already been retired and it is expected that the remaining E-models will be withdrawn by spring 2012.

For more information about the CC-130J and imagery, visit www.airforce.gc.ca and click on "aircraft".

“MY TRAINING KICKED IN”

Captain Brian Bews credits his training for his surviving a fiery CF-18 Hornet crash on July 23 at an air show in Lethbridge, Alta.

“The accident occurred during a high alpha pass [which happens when] you slow the aircraft down to about 115 knots, raise the nose 25 degrees and fly past the crowd,” Capt Bews told media in Calgary on Aug. 17. “It became immediately obvious that the jet was not acting like it [should] normally act. I was not in control of the aircraft anymore. It was about two seconds’ worth of me trying to fight the jet.

“It started to slide to one side and the nose started to drop...so I knew my only chance of survival was to pull the ejection handle.

“My training kicked in. I knew I had to do it. It’s something that we train to do, but it’s rare to actually have to do it.”

Capt Bews told media he was eager to get back into the cockpit. “I wish I could fly today,” he said. “The aircraft we fly are very safe. We’ve got amazing ground crews and all of our technicians are very highly trained.”

Capt Bews was flying the 2010 Navy Centennial demonstration Hornet. All appearances by the demonstration team were cancelled for the rest of the season although other CF-18s appeared at air shows to perform non-aerobatic demonstrations.

Capt Bews, who is a member of 425 Tactical Fighter Squadron based at 3 Wing Bagotville, Que., suffered compression fractures in three vertebrae.

“I feel extremely lucky considering the magnitude of the accident,” he said.

The incident is under investigation by the Directorate of Flight Safety in Ottawa.



Capt Brian Bews kneels on the Navy Centennial CF-18 from which he ejected.

INFRASTRUCTURE UPDATE

In recent months, the Government has announced infrastructure investments across DND as part of the *Canada First Defence Strategy*; many of these directly support the Air Force.

19 Wing Comox, B.C.

\$30 million to help modernize facilities at the wing, including the construction of a new health services centre for military personnel, upgrades to the existing facilities, completion of an addition to an existing building for the wing auxiliary security force operations centre and the small arms trainer facility.

4 Wing Cold Lake, Alta.

\$3.6 million in renovations to the supply squadron warehouse including adding a second floor to the building to house all offices of the wing supply headquarters.

3 Wing Bagotville, Que.

\$2.7 million to purchase and install prefabricated modular units to provide the wing with more space.

14 Wing Greenwood, N.S.

The wing held a sod turning ceremony in early September for a new health services centre. Defence Minister Peter MacKay announced the project, valued at approximately \$2.4 million, last September.

READ MORE ON THE AIR FORCE WEBSITE!

Be sure to visit www.airforce.gc.ca to stay up-to-date events in the Air Force.

Each weekday new stories are posted to the site, featuring the men and women of Canada's Air Force working on behalf of all Canadians.



A CC-177 Globemaster III at CFS Alert.

OPERATING IN THE NORTH: A PROVEN CAPABILITY



MWO HANK COFFIN

A CC-150 Polaris refuelling tanker and two CF-18s fly over CFS Alert.

In its northern strategy, the Government of Canada has committed to a “real, growing, and long-term presence in its arctic region”. With the Arctic’s potentially vast reserves of fossil fuels, abundance of minerals, gold, and diamonds, and potential for shorter shipping routes as the arctic ice cap melts away in the face of global warming, this once less accessible land is drawing increasing national and international attention.

The *Canada First* Defence Strategy calls for the Canadian Forces to have the capacity to conduct daily domestic and continental operations, including in the Arctic. The Air Force is at the core of enabling the CF to operate in the north, building on a long and distinguished history of providing aerial reconnaissance, surveillance and deterrence as well as support to operations and search and rescue since the earliest days of flight.

“We will continue to refine Air Force capabilities in the North in support of Canadian government priorities and Canadian Forces operations,” said Lieutenant-General André Deschamps, Chief of the Air Staff. “With great respect for the harsh arctic environment, we will become more efficient in delivering airlift, sustainment, monitoring and disaster

response in the North—making the most of our new capabilities and accumulated experience.”

Illustrating LGen Deschamps’ northern goals, spring and summer 2010 were filled with significant Air Force activities in the Arctic.

Last April a CC-177 Globemaster III made its first landing at Canadian Forces Station Alert, Nunavut, as part of Operation Nunavut 10.

In mid-August, the Globemaster—with the aircraft’s capability proven and the magnitude of transportable cargo established—returned to CFS Alert as part of Operation Boxtop. It was the first time the Air Force used the strategic airlifter, instead of the venerable CC-130 Hercules, to airlift dry goods to the station.

“In less than one week and with only two flights per day, one CC-177 Globemaster III delivered more dry goods than three CC-130s could deliver in several days,” said Major Brent Hoddinott, commanding officer of CFS Alert.

Also in August, the Globemaster, along with CH-146 Griffon helicopters and a CP-140 Aurora long range patrol aircraft, deployed to Resolute Bay, Nunavut, for Operation Nanook, the centrepiece Canadian sovereignty operation conducted annually by the CF in the north. The operation, which took place in Canada’s eastern and high Arctic, saw the involvement of approximately 1,000 military personnel, along with the participation of several other government departments and foreign militaries. ►

On Sept. 11, two CF-18 Hornet fighter jets from 3 Wing Bagotville, Que., accompanied by a CC-150T Polaris air-to-air refuelling tanker from 8 Wing Trenton, Ont., flew over CFS Alert for the first time.

Less than two weeks later on Sept. 20, the new CC-130J Hercules and its crew from 436 Transport Squadron in 8 Wing Trenton, Ont., landed at Alert for the first time. The aircraft participated in a regular re-supply mission and also transported two drums of hazardous waste out of the North.

Later in September, the Air Force conducted SAREX, its annual search and rescue exercise, in Whitehorse, Yukon—the most northerly location ever for the exercise.

On an ongoing basis, the Air Force maintains a presence in the north through CFS Alert, which is an Air Force establishment. The staff of this most northerly, permanently inhabited location in the world supports Environment Canada and arctic researchers, maintains signals intelligence facilities and geo-location, and maintains high frequency and direction-finding facilities to support search and rescue and other operations.

As well, 440 Transport Squadron, co-located with Joint Task Force North in Yellowknife, N.W.T., operates four CC-138 Twin Otter aircraft, carrying out airlift, utility and liaison flights across the three northern territories.



Sgt First Class Jens Bonde, chief of training for the Danish military's SIRIUS Dog Sledge patrol, and Capt Nathan Trescher from 440 (T) Sqn unload a dog from a CC-138 Twin Otter during Op Nunavut.



Tom Smitheringale with MCpl Fran Vollhoffer, a medical technician at CFS Alert who treated him before he departed.



Mr. Smitheringale snapped this photo of his gear and the frigid arctic water that he later fell into.

ADVENTURER RESCUED IN ARCTIC

On April 15, the forward headquarters of Operation Nunavut 10 received a call from the Joint Rescue Coordination Centre (JRCC) at 8 Wing Trenton, Ont. after a distress signal was received from 300 kilometres south of the North Pole.

Tom Smitheringale, an Australian adventurer attempting a solo, unsupported expedition to the North Pole, had fallen into frigid arctic waters and was unable to continue.

Rather than deploy a crew from Trenton, the JRCC took advantage of aircraft and crews already operating with Op Nunavut, one of the CF's annual northern operations.

A CC-138 Twin Otter from 440 Transport Squadron and a chartered Sikorsky S-61 helicopter, along with search and rescue technicians, responded.

"This adventurer was incredibly lucky. We spotted him right away and the ice shelf he was on offered a perfect landing spot for the helicopter," said Captain Mike Hickman, commander of the Twin Otter.

Mr. Smitheringale was flown to CFS Alert. He was treated for his injuries and departed five days later aboard a CC-177 Globemaster III.

The rescue was one of the world's most northerly ever. "The fact that this operation was a rescue and not a recovery demonstrates the CF presence and capability in the far north," said Major Steve Power, CFS Alert's commanding officer at the time.

AIR POWER AT OP CADENCE

The skies over cottage country in the Muskoka region of Ontario were filled with the sights and sounds of military and police aircraft engaged in maintaining security for the G8 Summit this summer. Two hundred kilometres away, similar aircraft circle overhead during the Toronto G20 Summit.

On the heels of providing security support during the 2010 Vancouver Olympic and Paralympic Winter Games, the Canadian Forces provided resources and unique

capabilities to support the RCMP-led Integrated Security Unit and monitored maritime, air and land approaches as part of Operation Cadence. The ISU comprised personnel from the CF, RCMP, Ontario Provincial Police, Toronto Police Service and Peel Regional Police, and was responsible for ensuring the security of Summit participants and nearby residents during both summits, which occurred in June 2010.



A CH-146 Griffon helicopter lands at Deerhurst Resort during the 2010 G8 Summit.

AFGHANISTAN AIR UNITS ADOPT NEW NAMES

In order to follow the naming conventions of units operating within Regional Command (South) in Afghanistan, the Joint Task Force Afghanistan (JTF-Afg) Air Wing and its sub-units have adopted new names.

The names represent the ethos of the unit and maintain a particular significance for the members of the unit and their operational role.

The JTF-Afg Air Wing is now designated Task Force Silver Dart to honour the feat accomplished by J.A.D. McCurdy in Baddeck, N.S. on Feb. 23, 1909. The wing was established in 2009, the centennial of that first powered flight in Canada.

The Tactical Airlift Unit is now Task Force Canuck to reflect the heritage of 436 (Transport) Squadron, 8 Wing Trenton, Ont., which has been conducting tactical airlift in theatre since 2001. The creation of 436 Squadron in October 1944 demonstrated the collaborative operational approach that was so crucial in securing an allied

victory in the war. The combined Royal Air Force, United States Air Force and Royal Canadian Air Force Combat Cargo Task Force designated the squadron as "Canucks Unlimited".



A CH-147D Chinook makes a dusty landing in Afghanistan during a re-supply mission.

The Aviation Battalion is dubbed Task Force Freedom when Edmonton's 408 (Tactical Helicopter) Squadron, 1 Wing Kingston, Ont. is the deployed unit to reflect the motto of the squadron, "For Freedom", which was officially approved by King George IV in 1942 after distinguished service during the Second World War. The name changes to Task Force Falcon when Valcartier's 430 Tactical Helicopter Squadron, 1 Wing Kingston, Ont. takes over as the deployed unit. The 430 Squadron crest displays the falcon to reflect its strong, stealthy service during the Second World War as a combat and reconnaissance squadron, earning nine Distinguished Flying Crosses, a French *Croix de Guerre* and an American Air Medal.

The Canadian Heron Unmanned Aerial Vehicle Detachment is now Task Force Erebus, taking its name from the Greek god of darkness and night and reflecting CU-170 Heron's ability to operate and expose insurgents even in the darkest terrain.

EX MAPLE FLAG: TRAIN TO FIGHT



A Canadian CF-18 takes off (above) while an American F-16 taxis (left).



CPL DARCY LEEBYRE

Canadian and allied air forces took to the skies over 4 Wing Cold Lake, Alta. for Exercise Maple Flag 43 (MF 43) from May 17 to June 11.

Using the unrestricted airspace and more than 640 targets of the Cold Lake Air Weapons Range, which covers more than 11,600 square kilometres, participants engaged in daily missions that involved confronting and dealing with air- and ground-based threats.

“The training value that Canadian and international aircrews undertake during Exercise Maple Flag is training that could potentially save their lives,” said Colonel Dave Wheeler, commander of 4 Wing. “Should these aircrews have to fly in a true hostile air environment, they will have experienced the stress and pressure of such operations beforehand, which greatly increases their chance at success.”


“As a fighter pilot who has flown in theatre, I can tell you that Maple Flag gives pilots an understanding of what to expect in an environment where savvy and skill are critical to survival,” said Major Kirk Soroka, officer commanding the Air Force Tactical Training Centre at 4 Wing. “The flying is intense and the scenarios are realistic; qualities essential to achieve the goal of preparing aircrews for war.”

This year, the “Blue Air” (friendly) force was made up of Canadian, Danish, French, German, Royal Netherlands, Royal New Zealand, Republic of Singapore, Turkish, United States and Royal air forces, as well as the United States Marine Corps and NATO Airborne Warning and Control System (AWACS).

Playing the “Red Air” opposing forces, which provided air and ground threats, were the United States Air Force and Top Aces, a private company that provides airborne training services to the Canadian Forces.

Maple Flag is a four-week, international military exercise that simulates hostile air scenarios in an academic, yet rigorous training environment. Participants engage in a 10-day air campaign that is set in a backdrop of declared war while flying in large package coalition air forces.

The annual exercise provides critical air combat training for fighter aircrews, as well as transport, electronic warfare, air refueling, air defence, and airborne early warning and control assets from different nations.

Chile, Oman, the Republic of Singapore, Colombia, India and South Korea participated under the International Observer Program. 



CPL DARCY LEEBYRE

A Top Ace fighter pilot getting ready to launch an Alpha Jet as part of the “Red Air” team.



CPL DARCY LEEBYRE

Canadian weapons assistant MCpl Raymond Cameron, from 42 Radar Squadron, 4 Wing, works with Turkish Air Force Controller Major Dönmez while playing the part of “Red Force” radar assistance.



PRIME MINISTER VIEWS FLOOD DAMAGE

With little more than 24 hours' notice, three CH-146 Griffon helicopters launched from CFB Edmonton-based 408 Tactical Helicopter Squadron to fly Prime Minister Stephen Harper (left), Saskatchewan Premier Brad Wall (right), and other government officials over the flooded areas surrounding Yorkton, Sask. in early July. Prairie farmers faced extreme conditions as the result of torrential rains that fell the last week of May and beginning of June. The heavy rainfall saturated fields, leaving countless producers dealing with flooded cropland or unable to seed their crops. 🇨🇦

EX HALCYON RV

A major international naval exercise involving Canada, the United States, Great Britain and other NATO nations took place this year from Virginia to Nova Scotia, as well as at Canadian Forces Base Gaagetown, N.B. Led by Canada's Navy, it began June 14 and concluded June 25.

The Navy, Army and Air Force participated in the exercise, dubbed Halcyon RV. The Air Force contributed a CP-140 Aurora long range patrol aircraft, a CH-124 Sea King

helicopter as well as CF-18 fighter aircraft to provide escort within the context of the exercise and over the water within restricted airspace above the Bay of Fundy and off southwestern Nova Scotia.

The exercise tested the nations' interoperability with a variety of phased training, from combat enhancement and fleet integration through to a concluding tactical exercise. 🇨🇦

CREWS PARTICIPATE IN RIMPAC

Members of 443 Maritime Helicopter Squadron from 12 Wing Shearwater, N.S., part of the air detachment on board HMCS Algonquin, pose in front of their CH-124 Sea King helicopter on Algonquin's flight deck while sailing to Pearl Harbor, Hawaii during Exercise Rim of Pacific 2010. Crews from 405 Long Range Patrol Squadron, 14 Wing Greenwood, N.S., and 407 Long Range Patrol Squadron, 19 Wing Comox, B.C., flying CP-140 Auroras, also participated. RIMPAC is a biennial, multi-national naval exercise held off Hawaii to improve interoperability and understanding between military forces from nations with an interest in the Pacific Rim. Canada has participated since 1971. 🇨🇦



EXCELLENCE IN SURVIVAL AND ENDURANCE

LCol Tony O'Keeffe climbs Yarnell Pass in Arizona, where the temperature was 41°C.



WO Darcy St-Laurent pulls his sled over an ice floe en route to the North Pole.



WO St-Laurent waves the Canada, Manitoba and Air Force flags at the North Pole on Earth Day, April 22.



The Canadian Forces Health and Fitness Strategy stipulates that all members of the CF must possess the health and physical fitness to function in complex and demanding environments where strength and endurance could be the difference between success and failure of an operation.

Lieutenant-Colonel Tony O'Keeffe and Warrant Officer Darcy St-Laurent are proof positive that a fit body and a focused mind can lead to mission success.

Last June, LCol O'Keeffe finished fourth—and set a record for a Canadian male—in the solo category of the Race Across America, the world's longest single stage (non-stop) endurance event. LCol O'Keeffe, an accomplished triathlete, ultraman and ironman, is an

aerospace control operator and a staff officer in Ottawa. He cycled 4,828 kilometres from Oceanside, California to Annapolis, Maryland in 10 days.


Meanwhile, after trekking more than 800 grueling kilometres and spending 51 days on the ice and open water of the Arctic Ocean, search and rescue technician Warrant Officer Darcy St-Laurent became the first Canadian Forces member, the first Manitoban and the 17th Canadian to complete a full-scale expedition to the North Pole originating from a point of land.

American explorer Eric Larsen teamed up with WO St-Laurent and Britain's Antony Jinman on the North Pole leg of Mr. Larsen's "Save the Poles" mission to raise awareness about the environment by reaching the South Pole,

"... it was about seeing what my limits were and fulfilling a personal challenge. The North Pole is one of the most inhospitable places on earth..."

— WO Darcy St-Laurent

North Pole and summit of Mount Everest within a year. The three-man team skied, snowshoed and even swam from Cape Discovery on Ellesmere Island to the geographic North Pole.

WO St-Laurent is an instructor with the Canadian Forces School of Survival and Aeromedical Training at 17 Wing Winnipeg, Man. 

*"What am I made of ...
what could I do with
the hand that I have?"*

— LCol Tony O'Keeffe



Admiral Winnefeld assumes command of NORAD and USNORTHCOM in May.

NEW NORAD COMMANDER

United States Admiral James Winnefeld assumed command of the North American Aerospace Defense Command (NORAD) and the United States Northern Command (USNORTHCOM), on May 19, 2010. Shortly after, he spent two days in Ottawa meeting with Defence Minister Peter MacKay, Chief of the Defence Staff General Walt Natynczyk and other senior officials. NORAD is a key element of Canada's partnership with the United States in the defence of North America.

1 CANADIAN AIR DIVISION RECOGNIZED

The commander of the Canadian Expeditionary Forces Command (CEFCOM), Lieutenant-General Marc Lessard, presented the first-ever CEFCOM unit commendation to 1 Canadian Air Division last spring for their work during Operation Hestia in Haiti.

"What was done here at 1 Canadian Air Division—providing the airlift, reacting to change—was incredible," said LGen Lessard. "The reason we had so much success in Haiti was the Air Force and all that began here at 1 Canadian Air Division."



(Left to right) CWO Jorma Hamalainen, CEFCOM Command CWO, LGen Lessard, MGen Yvan Blondin, commander 1 Cdn Air Div, and CWO John Mercer, 1 Cdn Air Div CWO, during the presentation of a CEFCOM unit commendation to 1 Cdn Air Div.

NEW CHIEFS APPOINTED

The two top Chief Warrant Officers for the Air Force are now settled into their new positions.

CWO Miles Barham accepted his appointment as the Chief Warrant Officer of the Air Force last spring. The CWOAF is the non-commissioned member responsible to the Chief of the Air Staff for all matters affecting non-commissioned members who wear the Air Force uniform.

CWO Guy St-Jean is the new CWO for 1 Canadian Air Division/Canadian NORAD Region (1 Cdn Air Div/CANR) in Winnipeg. He is responsible for advising his commander on all matters affecting the conditions of service of non-commissioned members assigned to 1 Cdn Air Div/CANR.



CWO Miles Barham during his change of appointment ceremony in Ottawa.



CWO Guy St-Jean signs change of appointment certificates in Winnipeg.

RECENT HONOURS AND AWARDS



MCpl Richard Anderson receives the Medal of Military Valour from Governor General Michaëlle Jean at Rideau Hall in June.

Meritorious Service Cross (Military Division)

Sergeant Shawn E. Harrison
Warrant Officer Bryan Keith Pierce

Medal of Military Valour

Master Corporal Richard Anderson

Medal of Bravery

Lieutenant-Colonel Douglas Wynn Baird
Master Corporal Julien Gauthier
Sergeant André Hotton (his second M.B.)
Private Gabriel Proulx

Meritorious Service Medal (Military Division)


Chief Warrant Officer Sheila Elaine Blair
Colonel Joseph Patrick Breen (United States Air Force)
Colonel Christopher Coates
Master Warrant Officer Richard Dubé
Master Warrant Officer Luc Emond
Colonel Sean G. Friday
Colonel Paul Keddy
Captain Peter Paul Kleinschmidt
Captain Tyler Lavigne
Major Gilbert Joseph William McCauley
Lieutenant-Colonel Scott McLeod
Lieutenant-Colonel Duart Paul Townsend
Major Mark G. Wuennenberg

Mention in Dispatches

Private Benett Rasmussen was a member of the Army at the time of the actions under fire in Afghanistan for which he received the Mention in Dispatches; he is now a search and rescue technician.

Alaska Commendation Medal


Sergeant Dale "Trevor" Shippam

For more information, visit www.airforce.gc.ca and www.gg.ca. Information above reflects the rank of the personnel at the time of the award. 

NEWEST HONORARY COLONELS

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

- Gerry Frappier—414 Electronic Warfare Support Squadron, 3 Wing Bagotville, Que. (based in Ottawa).
- Fred Moffitt—103 Search and Rescue Squadron, 9 Wing Gander, N.L.
- Peter Lorimer—16 Wing Borden, Ont.
- Bob McIntyre—Air Command Academy at 16 Wing Borden, Ont.
- Steve Millen—442 Search and Rescue Squadron, 19 Wing Comox, B.C.
- John Cutsey—22 Wing North Bay, Ont.
- Paul Cook—51 Aerospace Control and Warning Squadron, 22 Wing North Bay, Ont.

Of note, Air Force Honorary Colonel, Senator Pamela Wallin (Saskatchewan), is now chair of the Senate Committee on National Security and Defence (SCONDSAD). 

THE BATTLE OF BRITAIN: 70 YEARS LATER

Sunday, September 19 was a very special day across Canada for members of the Air Force and all Canadians. Ceremonies marking the 70th anniversary of the Battle of Britain took place across the country—from 19 Wing Comox, B.C. to 12 Wing Shearwater, N.S.



CPL PIOTR FIGIEL

CPL ROB OUELLETTE

SGT SERGE GOUIN



(Above) Ottawa—Former Governor General Michaëlle Jean looks on as a flypast approaches.

(Top Left) 17 Wing Winnipeg, Man.—A veteran is reflected on the British Commonwealth Air Training Plan monument.

(Bottom Left) 22 Wing North Bay, Ont.—Col Francois Malo and a veteran salute the passing parade.

"Today, our Air Force is prepared to take on the challenges of the 21st century. Our airmen and airwomen strive to ensure Canada is safe and protected; 70 years ago, they did the same in Great Britain," said Defence Minister Peter MacKay during the national ceremony in Ottawa. "As we move forward and enter a new era of the Air Force, let us never forget what the contributions of our men in the skies of Britain in 1940 meant to our country."

Governor General Michaëlle Jean wore an Air Force uniform at the Ottawa ceremony and spoke movingly about why she did so.

"On this solemn occasion, I am also proud to wear the military uniform of the Air Force to honour its members and to highlight their exceptional work here at home and around the world. This gesture is hardly insignificant for me, having grown up under the yoke

of a merciless dictatorship, where military uniforms were associated with the brutal repression of the population. Rather, it is a symbol of the journey taken by the woman who stands before you.

"I owe this openness to you, and for this, I thank you very much. You are not born the Commander-in-Chief; I have proudly become it because of you."

Kenneth Scott, who lives in Florida most of the year, brought his 88-year-old father, Leslie, to the parade again this year to mark the day and remember.

"Dad's had a few strokes and can't speak very well. He was a navigator with 1407 (Met) Flight on board Hampdens and Hudsons and flew with Coastal Command out of Reykjavik, Iceland in 1943 and 1944. We were both in the Air Force and we've both

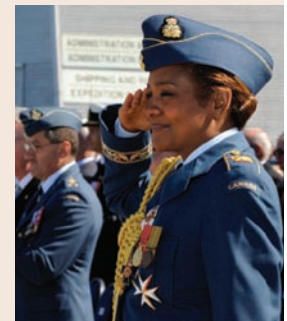
lost a lot of friends," said Mr. Scott, wiping tears from his cheeks. "I always cry when we come to this. It's a very emotional experience."

The parade marked the first time that Italian and German representatives attended the national ceremony and laid wreaths of remembrance "in the spirit of reconciliation".

On the Cover

Former Governor General and Commander-in-Chief of Canada Michaëlle Jean took part in the ceremony marking the 70th anniversary of the Battle of Britain at the Canada Aviation and Space Museum in Ottawa on Sunday, Sept. 19, 2010.

PHOTO: SGT SERGE GOUIN



COLD WAR RCAF CARTOONS



WO 1 RAY TRACY

Black and white cartoons that depict one of the most storied eras of Canadian military aviation history, the Cold War, have come to light in Ottawa.

Now posted on the Air Force website, the 80 or so cartoons by Warrant Officer, Class 1 Ray Tracy offer a rare glimpse, in words and pictures, of life behind the scenes at Royal Canadian Air Force (RCAF) installations in the 1940s and 1950s.

A gifted cartoonist and a graphic artist by military occupation, WO 1 Tracy was responsible for recording some of the funniest moments in Air Force uniform. His comic strips and caricatures spared no rank or occupation.

The original artwork surfaced while an Air Force public affairs officer in Ottawa was conducting research for

the book *On Windswept Heights: Historical Highlights of Canada's Air Force*.

WO 1 Tracy, a native of Fairville, N.B. was known to thousands of RCAF personnel through his work as a graphic artist and cartoonist. He joined the RCAF in 1940 and was originally trained as an aero-engine mechanic. Before too long his abilities as a draftsman and artist became known and he was asked to fill many demands at stations in Western Air Command where he served during most of the war years.

In 1945 his trade classification changed and he became a graphic artist full time. He was closely associated with the RCAF publication *The Roundel* from its beginning in November 1948. One of his most beloved characters was Sergeant Shatterproof. WO 1 Tracy died suddenly in Ottawa in 1958.

To view the cartoons and learn more about their journey back to life after 50 years, visit www.airforce.gc.ca and click on "Features — Ray Tracy Comics" on the right hand navigation bar.

Did you know WO 1 Tracy or do you remember seeing his cartoons? If so, we'd like to hear from you at crewbrief@forces.gc.ca.

