

AIR FORCE

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CREWBRIEF



OP MOBILE RESPONDING TO CRISIS IN LIBYA

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40 years for Snowbirds



National
Défence

Défense
nationale

Canada

OP MOBILE DEMONSTRATES READINESS

Left: Weapons systems technicians install armaments on CF-18s during Op Mobile. Canada recently re-established the technical occupation as a result of lessons learned in Afghanistan.

Top Right: Lt Ben Kelly (right) welcomes evacuees onboard a CC-130J Hercules at the Tripoli Airport in Libya on March 2, during Op Mobile.

Bottom Right: LGen Deschamps at a press conference held at 3 Wing Bagotville, Que. on March 18, announcing the deployment of Canadian air assets to participate in Task Force Libeccio.

Success in operations, my number one priority, is ensured by our agility, readiness and interoperability. We have demonstrated these concepts repeatedly during one of the most active, challenging and rewarding periods that Canada's Air Force has seen in decades.

In fact, as of late March 2011, every single one of our fleets (in varying numbers) was operationally committed—something I have never before seen in my career.

As I write this, Operation Mobile, the Canadian Forces aspect of the response to the situation in Libya, is underway.

Your Air Force reacted rapidly, first deploying Joint Task Force Malta to evacuate entitled persons from Libya.

Then, on March 18, we deployed Task Force Libeccio—a six pack of CF-18 Hornets with supporting aircraft and crews—to participate in NATO's Operation Unified Protector.

“To possess the ability to act, elements of national response must exist in a state of readiness.”

This occurred fewer than 24 hours after the U.N. Security Council passed the resolution that paved the way for implementing a no-fly zone over Libya.

There is only one reason the Air Force—indeed all CF assets—were able to respond so quickly: “readiness”. ►



Managing Editor:
Lieutenant-Colonel
Roland Lavoie,
Director, Air Force
Public Affairs

Contributors:
Mr Ken Allan
Maj Bruno Baker
Ms Karen Biondi
Maj Cathy Blue
Maj Brendan Bond

Senior Editor:
Ms Joanna Calder

Writer/Editor:
Ms Holly Bridges

Capt Holly Brown
Ms Chrissy Cuttita
Mr David Elias
Capt Jennifer Jones
Maj Shawn Marley

French Editor:
Lt Carol Desrosiers

Ms Jill St. Marseille
Capt Nicole Meszaros
Capt Mike Mitchell
Sgt Pete Nicholson
Capt Scott Spurr

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Crew Brief Editor
Air Force Public Affairs
National Defence Headquarters
101 Colonel By Drive, 12NT
Ottawa, ON K1A 0K2 or
crewbrief@forces.gc.ca

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We have certainly tested our readiness over the past 18 to 24 months, supporting a huge range of activities and operations—expected and unexpected—ranging from Haiti to Afghanistan to Libya to the Arctic. Our challenge now includes ensuring that our agility, creativity and innovation are institutionalized so as we continue to transform to meet our global security challenges, we're able to build on our successes.

To possess the ability to *act*, elements of national response must exist in a state of readiness. Since no two world events are the same, the question then becomes “how do we ensure our country has ‘the right stuff’ to be ready—to be able to respond quickly and effectively?” It boils down to a mix of the right people, with the right training at the right time, with the right equipment.

On the equipment front, we are continuing to upgrade or replace certain aircraft fleets while maintaining other capabilities for as long as they are needed.

We are proving new concepts, such as the ability of the CC-177 Globemaster III, the CP-140 Aurora and the CC-130J Hercules to operate in the far North, while projects such as the acquisition or delivery of J-model Hercules, CH-147F Chinook helicopters and CH-148 Cyclone helicopters continue apace.

While equipment is key, people and their training are core to readiness and mission success. We've made tremendous investments in our human resources over the past decade—and the dividend is an incredibly capable force that is doing magnificent work. The result is great effect.

Nevertheless, our experienced people are being pulled in multiple directions. While we need them to conduct and support air operations—our *raison d'être*—we also need their skills and experience to manage the modernization of equipment and infrastructure.

Simultaneously, we need those same experienced people to instruct new recruits.

Many of our occupations are highly technical, and training regimens are lengthy. But we are creating efficiencies in training and seeing promising improvements in this area.

For example we are making strong use of networked virtual training and simulated environments to enhance the training experience.

We are also increasing the capacity of our pilot training system and we have completely transformed our training system for our technicians—training more students in less time but graduating them with an even greater degree of technical competence.

Overall, we are transforming the training for our officers and non-commissioned members so that they will acquire the necessary skills and competencies to lead the Air Force in the 21st century.

New Air Force Doctrine


We are also revitalizing our Air Force doctrine, and recently published the second edition of our keystone doctrine document, *Canadian Forces Aerospace Doctrine*.

Our Canadian Forces Aerospace Warfare Centre gathered information from lessons learned and international forums, engaged with worldwide aerospace power developments and explored new concepts and policies that will lead to increased interoperability with our Army and Navy, as well as our international coalition partners.

Because of the pace of change, rapid developments in technology and our operational tempo, our doctrine has probably evolved more in the past two years than it had in the previous 20; the result is an extremely relevant, modern aerospace doctrine.

You can find the new doctrine by visiting www.airforce.gc.ca/cfawc.

There's no doubt that maintaining our pace of operations while ensuring high quality of training is a challenge. So we are undertaking this transformation carefully and with constant oversight in order to manage situations and challenges as they evolve.

We are taking strong measures to ensure we move toward a future that includes a balanced and sustainable workforce. Despite the pressures of training and operations, the men and women of your Air Force are doing a magnificent job. I congratulate each and every one of them for their professionalism and ongoing dedication. Op Mobile is a concrete example of that. Our Air Force motto, *Sic itur ad astra*, continues to ring true because our readiness truly does build our pathway to the stars. 

André Deschamps
Lieutenant-General

*Chief of the Air Staff and
Commander of Air Command*

Editor's note: Visit Army News, March 23, 2011 edition at www.army.gc.ca, to view a video of LGen Deschamps discussing Air Force and joint operations in Afghanistan.

MAKING IT HAPPEN: THE AIR AND SPACE INTEROPERABILITY COUNCIL

When world events demand that Canada deploy tactical aircraft into other countries to support international operations, we need to arrive on time, on target and get to work immediately.

But how can a Canadian CC-130 Hercules aircraft deploy to a British base and rapidly, seamlessly provide aerial resupply to American ground forces?

This high degree of interoperability is a result of concerted coordination efforts among several nations through the Air and Space Interoperability Council (ASIC). The Council was originally formed as the Air Standardization Coordination Committee in 1948 by the air forces of Canada, the United States and the United Kingdom. Over the years, the U.S. Navy and the air forces of Australia and New Zealand also joined. By 2005 the Committee had evolved to reflect the current global environment and was renamed with a renewed emphasis on coalition expeditionary operations.

ASIC's mandate is to ensure that in any future conflict there are no material or technical obstacles to cooperation between air forces. Essentially, not only should they be able to work together in a theatre of operations, but the air force of one nation should be able to start operations from another nation's airfield before its own stores and equipment arrive. To accomplish this, all aspects of air operations, from the type of fuel and auxiliary equipment used in servicing to the tactics used in operations, need to be reviewed and equipment and operating standards agreed to among all five countries—or at least any differences in approach understood and accommodated.



ASIC provides a forum for open dialogue and communication between the member nations; the Council produces formal, ratified documents that achieve the desired interoperability and improved effectiveness.

The air standard document is a formal agreement among all ASIC nations to comply with specific doctrine, procedures or equipment. These are adopted in our national doctrine, tactics and procurement strategies.

Through advisory and information publications, nations exchange data to develop an understanding of each others' capabilities, thereby further aiding interoperability. By knowing how and why our allies conduct certain activities, we can adapt our own processes to better work alongside them during coalition operations.

Another ASIC goal is to promote the efficient use of resources amongst the nations. This is accomplished by sharing resources during operations and by loaning equipment between nations through the Test Project Agreement (TPA) program. Through the TPA program, our Air Force is able to borrow equipment from other member air forces for the purposes of test and evaluation.

Recent ASIC initiatives have included the sharing of information to conduct the safe and efficient integration of uninhabited aerial systems into coalition battlespace and the development of shared processes to open, operate and sustain an expeditionary airfield.

A key ongoing ASIC project is developing a standardized process for reporting aerial detections of possible improvised explosive devices (IED) to aid land forces to better assess and use IED detection data and, in turn, potentially save soldiers' lives. Another project is standardizing aeromedical evacuation equipment so that any ASIC nation can use another ASIC nation's equipment immediately when the need arises—increasing flexibility by sharing resources and reducing medical evacuation response time.

ASIC continues to update existing interoperability standards while looking ahead to future operations and proactively addressing potential interoperability gaps. 

AIR CADET LEAGUE PARTNERS WITH INDUSTRY



Cadet Yi Chen (Ivan) Ma of 180 Mosquito Sqn, Toronto, Ont. (left) received a Canadian Airports Council scholarship for academic excellence in the Advanced Aviation Technology (AATC) Airport Operations course from LCol François Gaboury (centre) of the Directorate of Cadets in Ottawa. Cadet Tiago Carvalho (right), 153 Varnavair Sqn, Tillsonburg, Ont. received a Canadian Council for Aviation and Aerospace scholarship for academic excellence in the AATC Aircraft Maintenance course. The awards were presented in August 2010 at the Air Cadet Summer Training Centre, Canadore College, North Bay, Ont.

Some of the most successful and accomplished members of the Air Force began their careers in aviation as Air Cadets. This year, as the Air Cadet League of Canada turns 70, national president Grant S. Fabes reflects on the importance of partnerships to the success of Air Cadets.

The Air Cadet League of Canada is all about partnerships.

The League began in 1940–41 with the formation of the Royal Canadian Air Cadet training program.

Air Marshal Billy Bishop and the other directors of the Air Cadet League of Canada spearheaded the sponsorship of the program and partnered with the Royal Canadian Air Force to develop the Air Cadet movement.

The partnership has endured and flourished over time, maintaining its aviation setting and ambiance, even though the needs of the program and the country's youth changed. Today, the League's mission continues to include partnering with National Defence in the conduct, development and

deployment of the Air Cadet program and encouraging Canada's youth in developing an interest in aviation and aerospace, including the air element of the Canadian Forces.

Over the last 70 years, the Air Cadet League has partnered locally with service clubs, school boards and local industries. Today, while reinvigorating its main partnership with the Air Force, the Air Cadet League is also developing an extensive and growing set of formal aviation and aerospace industry partnerships that benefit approximately 24,000 Air Cadets who are organized in 456 squadrons, in all the provinces and territories.

Lieutenant-General André Deschamps recently expressed to me his belief in the importance and value of this League initiative, saying it provides "vibrant and diversified air-related activities and opportunities for cadets".


Our 16 industry partners provide new and exciting advantages, opportunities and optional activities for Air Cadets and broaden their awareness of potential career paths in these industries.

Preliminary discussions are also underway with the Canadian music industry to explore and develop means to support the Air Cadet music program.

A few examples of our partners, and the benefits they offer Air Cadets, include:

- Air Canada Pilots Association: five annual \$1,000 continuation flying awards
- CAE Inc.: an annual power pilot scholarship of about \$9,000
- Canadian Council for Aviation and Aerospace: an annual scholarship for cadets attending the summer aircraft maintenance course

We have posted information about all of our industry partnerships and their benefits for cadets at www.aircadetleague.com/en/abouttheleague/ourpartners.

CF members are invited to read The Maple Leaf, Vol. 14, No. 4 (Jan. 26, 2011) to find out how they can support Air Cadets after they retire from the Regular Force or Primary Reserve. 

CYCLONE


CONTINUES TESTING

HMCS MONTRÉAL

The CH-148 Cyclone conducted its takeoff and landing evolutions onboard HMCS Montréal in January 2011.

The new CH-148 Cyclone arrived at 12 Wing Shearwater, N.S. on Jan. 6 to undergo further testing onboard HMCS Montréal. The tests, scheduled to last several weeks, were under the direction of Sikorsky International Operations Inc., prime contractor on the Maritime Helicopter Project.

The CH-148 Cyclone, which will replace the existing CH-124 Sea King fleet, will provide anti-submarine surveillance and will have enhanced search and rescue and tactical transport capabilities. Testing the operational limits of a ship-borne helicopter will make a notable contribution to the project.

HMCS Montréal underwent considerable modification so that the tests could be conducted in an optimal fashion. 

ADIEU ARCTURUS


Right: The CP-140A Arcturus flies over 14 Wing Greenwood, N.S.

The end of an era came on Feb. 28 when the last operational CP-140A Arcturus aircraft, tail number 120, flew to its retirement home at the Aerospace Maintenance and Regeneration Group in Tucson, Arizona. The aircraft, along with tail number 121, will remain in storage there, awaiting further disposition.

Canada acquired three Arcturus, a variant of the Aurora, from Lockheed Martin in 1993. Originally purchased as arctic and maritime surveillance aircraft, they were not equipped with the full suite of sensors normally found in the Aurora and were frequently used as training aircraft.

Belonging to 404 Long Range Patrol and Training Squadron at 14 Wing Greenwood, N.S., Arcturus aircraft were also used for maritime surveillance, search and rescue operations, drug trafficking interdiction and sovereignty patrols on Canada's east coast.

Now only tail number 119 is still in use—as a training aircraft at 404 Sqn.

Last December the Arcturus carried out its final operational mission for the Canadian Forces, flying a 16.1 hour mission that pushed the outer limit of endurance and set a record for the longest flight in an Arcturus. Its flight plan took it north to near Frobisher Bay, Nunavut and then back south to a point near Yarmouth, N.S. 

Crew members on the Arcturus' final flight, (L-R) Maj Bruno Baker, WO Nick Bailey, MWO Karl Derhak and Capt Steve MacDonald.

MWO KARL DERHAK

NEW ERA IN CANADIAN AIR MOBILITY

Within a day of arriving in Afghanistan in early January, Canada's new CC-130J Hercules took a quick familiarization flight over Kandahar Airfield, signalling a new era in tactical airlift for Canada.

The deployment of the J model marks the first time the J-model Hercules has flown in Afghanistan and the last tour of duty for crews on the older H model that has been sustaining the CF in theatre since the fall of 2001.

While the H models are maintained by 8 Aircraft Maintenance Squadron at 8 Wing Trenton, Ont. the CC-130J marks a return to squadron maintenance. As a result, the CC-130H aircrew as well as the CC-130J aircrew and maintainers are all members of 436 Transport Squadron, also based at 8 Wing. This marked their first deployment as a complete squadron.

"It's historic," said squadron commanding officer Lieutenant-Colonel Colin Keiver. "This mission isn't just about introducing the J. This is also about recognizing 50 years of service by the legacy crews and maintainers."

"For [this first rotation] there will be a J and an H on the ground working together. And when that final legacy aircraft comes home and the J takes over [all Canadian Hercules operations in Afghanistan], we will be parking the Air Force's legacy tactical airlift operations. The service they have given this country is exceptional."

Captain Chad Gehl, who flew the H-model Hercules for three years before being upgraded to aircraft commander on the J model, is confident about the Afghanistan mission.

"With all the time we've spent training over the past year and a half it'll be nice to take this brand new aircraft into Afghanistan," Capt Gehl said before departing.


"The J model was developed for just this type of theatre of operation. The legacy aircraft was great; I've deployed on the H model and it was an excellent aircraft as well, but the J model has upgraded avionics, engines and other state-of-the-art capabilities so I'm looking forward to seeing how it performs in theatre. It'll be just fantastic."



Members of 436 (T) Sqn, 8 Wing Trenton, Ont., including first officer, Capt Jason Danyluk, wave goodbye aboard their CC-130J Hercules before leaving for Afghanistan on Dec. 28.

Corporal Christopher Ricard, an aviation technician with nine years experience on the H-model Hercules, is looking forward to applying all of his expertise in theatre.

"I'm very honoured to be able to serve my country and it's very exciting to be on a new aircraft and usher a new aircraft into a new era," Cpl Ricard said before leaving for Afghanistan.

In April, the first J-model crew returned home to Canada and was replaced by another crew, while the H-model and its crew returned home from Afghanistan permanently. 



Canada's first CC-130J Hercules arrived at Kandahar Airfield in Afghanistan on Jan. 1, 2011.

CPL TINA GILLIES

OPERATION MOBILE

The pace of operations for the Air Force was incredibly high this spring as fighter and transport forces were committed to operations in the skies over Libya.



CPL JAX KENNEDY



CPL MARC-ANDRÉ GAUDREAU



CPL MARC-ANDRÉ GAUDREAU

Left: Onboard a CC-130J Hercules at Tripoli Airport, Libya, loadmaster Sgt Stephen Miller returns passports to passengers being evacuated from Libya during the Joint Task Force Malta phase of Op Mobile.

Center: An avionics systems technician assists in the take off of a CP-140 Aurora long range patrol aircraft in Sigonella.

Right: LCol Sylvain Ménard, commanding officer of 425 (TF) Sqn, uses visual signals to communicate with technicians on the flight line in Trapani.

Joint Task Force Malta

In early March the Air Force launched Joint Task Force Malta as part of Operation Mobile. JTF Malta was involved the whole-of-government effort led by the Department of Foreign Affairs and International Trade to evacuate entitled persons from the chaos in Libya.

Two CC-177 Globemaster III strategic airlifters and two CC-130J Hercules tactical airlifters operated between Malta International Airport in Luqa and Tripoli International Airport in Libya, safely evacuating 191 Canadians and citizens of other nations.

In total, about 80 Canadian Forces members, including aircrews, medical staff, military police, air movements

personnel and liaison officers deployed to Malta. The last JTF Malta flight out of Libya took place on March 8.

Later in the month, Op Mobile evolved into the CF participation in the NATO-led Operation Unified Protector to impose on Libya the arms embargo and no-fly zone called for in UN Security Council Resolution 1973 (2011) passed March 17. It authorized the international community to “take all necessary measures” to protect civilians in Libya.

HMCS Charlottetown, with a CH-124 Sea King air detachment, deployed March 2 as part of the Standing NATO Maritime Group 1. It is, with other ships of SNMG1, engaged in maritime operations to enforce the arms embargo called for in Resolution 1973.

A CF-18 Hornet fighter from 425 (TF) Sqn takes off from Trapani, Italy.



CPL MARC-ANDRÉ GAUDREAU



CPL CHRIS RINGIUS

Deck director and avionics technician MCpl Darrell Gouthro signals a CH-124 Sea King helicopter onboard HMCS Charlottetown during Op Mobile.

The day after the Security Council Resolution was passed, Canadian Air Force assets deployed to the region.

Air operations to enforce the no-fly zone and protect civilians began on March 19, 2011. NATO accepted responsibility for the entire military operation in Libya on March 27, and on March 31 transferred command authority over engaged air assets to the commander of Combined Joint Task Force Unified Protector, Canadian Air Force Lieutenant-General Charlie Bouchard.

Task Force Libeccio

Named for the strong southwesterly wind that blows all year in the Mediterranean, Task Force Libeccio is the Canadian air detachment deployed on Op Mobile. At press

time, TF Libeccio was flying from two NATO bases in Italy: Trapani-Birgi, a forward operating base co-located with Vincenzo Florio Airport in western Sicily; and Sigonella, a naval air base on Sicily's east coast.

Along with about 250 personnel, Task Force Libeccio comprises the following assets:

- At Trapani-Birgi, a "six-pack" CF-18 Hornet detachment (plus one spare) from 425 Tactical Fighter Squadron at 3 Wing Bagotville, Que., flying missions to enforce the no-fly zone.
- At Trapani-Birgi, two CC-150 Polaris air-to-air refuelling aircraft from 437 Transport Squadron at 8 Wing Trenton, Ont., supporting Canadian and allied aircraft flying missions to enforce the no-fly zone.
- At Sigonella, a CP-140 Aurora detachment of aircraft from 405 Long Range Patrol Squadron at 14 Wing Greenwood, N.S. and 407 (LRP) Squadron at 19 Wing Comox, B.C. flying maritime patrol missions in the embargo zone at sea.

As of May 5, Canadian CF-18, CC-150 Polaris and CP-140 Aurora aircraft had flown 220, 84 and 34 sorties respectively. (A "sortie" is an operational flight by one aircraft.)

For Op Mobile updates, visit www.cefc.com.forces.gc.ca.

OPERATION IGNITION



CAPT IAIN HANNAM

A CC-130T Hercules refuels two CF-18 Hornets in flight from Canada to Iceland for Op Ignition.

The Air Force deployed CF-18 fighter jets to Iceland in late March for Operation Ignition, Canada's participation in the NATO-Iceland air policing program that ensures a safe air environment in Iceland. The operation lasted about six weeks.

While it contributed to NATO regional security efforts and Canada's bilateral relations with Iceland, Op Ignition also defended Canadian sovereignty by monitoring and controlling air traffic in the northeastern approaches to North America.

Task Force Iceland was a contingent of about 140 Canadian Forces personnel, including a detachment of five CF-18 Hornet fighter aircraft and a support element located in the security zone at Keflavik International Airport, about 50 km from Reykjavik, Iceland.

Iceland is the only NATO nation that does not maintain its own armed forces. At the request of the Icelandic government, NATO allies periodically deploy fighter aircraft to Keflavik to provide air defence coverage. The first deployment under the program took place in May 2008.

Air policing is a peacetime activity that encompasses radar surveillance and identification of transiting aircraft. Fighter aircraft may assist in identifying and, if necessary, escorting aircraft. In times of crisis or conflict, Iceland will implement a plan in which the United States assumes responsibility for the island nation's defence.

Task Force Iceland provided an air surveillance and interception capability that operated at the standard of NATO "quick reaction alert", 24 hours a day, seven days a week.



SGT DWAYNE JONES

Canada's Ambassador to Iceland, Alan Bones (right) welcomes Task Force Iceland commander, LCol Eric Kenny, upon his arrival in Iceland.



FAREWELL CAMP MIRAGE

Canadian Forces personnel, including air and ground crews from 8 Wing Trenton, Ont., measured, weighed, packed, loaded, unloaded and flew everything from flags to foodstuffs as part of the close-out of the Theatre Support Element (TSE) at Camp Mirage last December.

In response to the terrorist attacks of 9/11, the CF began working out of Camp Mirage in the United Arab Emirates (UAE) on Dec. 27, 2001.

Camp Mirage grew almost immediately as the CF deployed more Air Force assets to the region, eventually sending three CC-130 Hercules from Trenton along with about 180 air and ground crews to operate them.

Following discussions in 2010 between the UAE and Canada, the Government of Canada made the decision to

transfer the TSE's operations from Camp Mirage to other locations.

Although the make-up of the camp had changed significantly over the past nine years—with various strategic and tactical aircraft being used—the core mission remained the same: to be the main staging base for flights in and out of Afghanistan to support CF troops on the ground.

Canadian Operational Support Command (CANOSCOM) conducted the transfer of functions from the

TSE location at Camp Mirage to other locations within Europe, including Cyprus and Germany, and the main NATO base at Kandahar Airfield, Afghanistan.

From 2002 until the closure, CF aircraft flew more than 22,000 flying hours during more than 4,500 missions in direct support of the Canadian mission in Afghanistan.

The mission was unaffected by the move. 

CWO Richard Lefebvre (right) presents the last Canadian flag flown at Camp Mirage to LCol Tom Dunne, TSE commanding officer for Roto 10, during the camp closure ceremony.





A CF-18 from 409 (TF) Sqn drops an air-to-ground weapon while participating in Ex Combat Hammer.

EX COMBAT HAMMER

CF-18 Hornets from 409 Tactical Fighter Squadron (“Night-hawks”), 4 Wing Cold Lake, Alta., loaded with a variety of air-to-ground weapons, fought their way into “enemy territory” last fall during Exercise Combat Hammer, an air interdiction exercise at Elgin Air Force Base in Florida.


Once their adversaries were defeated, the pilots switched from an air-to-air mission to an air-to-ground mission, illustrating their combat capabilities and the Hornet’s multi-role capability.

Combat Hammer, conducted by American 86th Fighter Weapons Squadron (FWS) for U.S. and allied forces, evaluates a tactical fighter squadron’s ability to execute air-to-ground operations; in other words, to prove weapons’ effects from initial build-up to final impact against both moving and static targets.

Once the dust settled and the scores were tallied, 409 (TF) Sqn had outstanding results: of 18 laser-guided bombs dropped, all 18 hit the desired target for a 100 per cent score. The 86th FWS recognized the score as a new evaluation record. 409 (TF) Sqn is the only unit (American or foreign)

ever to achieve 100 per cent hits against moving targets at a Combat Hammer since the exercise started in the mid-1980s.


409 (TF) Sqn pilots engaged targets in an area that contained a mock-up of an urban community with multi-story buildings and a “mover track” on which a remote-control tank pulls a target. “The complexity of engaging a moving target with a laser-guided bomb cannot be overstated,” said Lieutenant-Colonel Eric Kenny, the squadron’s commanding officer.

Maintenance crews established a 94 per cent operational serviceability rate, often working late into the night to ensure the Hornets were ready for the morning’s missions. Furthermore, 409 (TF) Sqn and 1 Air Maintenance Squadron armourers had a 100 per cent serviceability rate on the air-to-ground ordnance. Squadron intelligence personnel kept the aircrew informed of the evolving “threat picture” and the intelligence section, which was evaluated with the rest of the squadron, earned high praise from 86th FWS assessors for comprehensive and thorough mission planning briefings. 



Col Rocky Meade (left) of the Jamaica Defence Force presents a plaque of the JDF badge to CFSATE commandant LCol Martin Breton after the graduation parade last fall.

LAST GRADS FROM JAMAICAN DEFENCE FORCE

Four avionics systems technicians from the Jamaica Defence Force (JDF) received their advanced level qualification certificates last fall at 16 Wing Borden, Ont. The JDF has been training its aircraft technicians in Canada since 1982, under the aegis of the Military Training Assistance Program. The students, who began their training at 16 Wing Borden, Ont. at the Canadian Forces School of Aerospace Technology and Engineering (CFSATE) in February 2010, were the last of more than 250 JDF technicians trained in Canada. In the future, the JDF will be instructing aircraft technicians at their own school in Kingston, Jamaica. 


EJERCICIO COOPERACIÓN 1

Canada's Air Force plays an active and important role within the System of Cooperation among the Air Forces of America (SICOFAA), an organization that grew from an idea within the United States Air Force in 1961 to open a dialogue among senior air force officials of North, South and Central America to discuss military issues and aviation topics.

Canada joined SICOFAA in 1972 as an observer and became a full-fledged member in 1992. Our membership has enabled us to strengthen our renewed engagement with the Americas, as this is an important region for Canada's defence and security interests.

Last fall 21 members of Canada's Air Force and a CC-130 Hercules aircraft from 435 Transport and Rescue Squadron, 17 Wing Winnipeg, Man. participated in the first multi-national disaster response exercise organized by SICOFAA, hosted by the Republic of Chile.

Ejercicio Cooperación tested a SICOFAA response to a natural disaster, with humanitarian assistance and search and rescue components. Additional goals included developing standardized procedures and improved interoperability between SICOFAA member nations, improving responses in emergencies and sharing experiences that enable effective and efficient management of air power during a natural disaster.

Eighteen nations participated, with 12 countries contributing aircraft and crew. 



MCpl Eric Beaudoin, search and rescue (SAR) technician with 435 (T&R) Sqn, shakes hands with a Chilean Air Force commando in the Canadian Hercules before the SAR demonstration at Ejercicio Cooperación.




A CH-124 Sea King from 423 (MH) Sqn, 12 Wing Shearwater, N.S. takes off from a river bed in Trouty, N.L.

OP LAMA

Aid to civil authorities is the backbone of domestic operations for the Canadian Forces. Nowhere was that more evident than in Newfoundland and Labrador last October in the wake of Hurricane Igor, when more than 1,000 Regular and Reserve Force Navy, Army, and Air Force personnel deployed on the 13-day Operation Lama.


Personnel were on the ground within hours of the province's request for assistance, and worked diligently to help those most affected by Hurricane Igor, especially on the Bonavista and Burin Peninsulas.

Among the deployed units were 4 Engineer Support Regiment from Canadian Forces Base Gagetown, N.B., more than 200 Army reservists from Newfoundland and Labrador, HMC Ships St. John's, Fredericton and Montréal, three CH-124 Sea King helicopters from 12 Wing Shearwater, N.S., a CC-177 Globemaster III from 8 Wing Trenton, Ont. and a CP-140 Aurora aircraft from 14 Wing Greenwood, N.S.

CF assistance included building three temporary bridges, checking more than 900 kilometres of highway, building and repairing signs, producing drinking water, conducting medical evacuations, and transporting and distributing equipment, supplies, fuel and food by sea, land and air. 

PILOT SAFELY EJECTS



Captain Darren Blakie of 409 Tactical Fighter Squadron, 4 Wing Cold Lake, Alta. survived the crash of his CF-18 on Nov. 17, 2010, following a training mission. The CF-18 was on approach to 4 Wing—the second aircraft in a two-ship formation. Capt Blakie successfully ejected from the aircraft and landed in a forested area while the aircraft crashed into a farmer's field. He was picked up by crews from 4 Wing's 417 Combat Support Squadron, taken to hospital and released shortly thereafter in good condition. The Directorate of Flight Safety is investigating the crash. 

EXCELLENCE IN AVIATION

The Air Force Association of Canada (AFAC), a national not-for-profit aerospace organization, recognized excellence in Canadian military and civilian aviation last fall during its annual awards ceremony, held at 19 Wing Comox, B.C.

- The Air Marshal C. Roy Slemmon Award for Air Person of the Year — Sergeant Gilbert Laxamana, 8 Wing Trenton, Ont.
- The Flight Lieutenant D.M. Grant Award for Air Reservist of the Year — Sgt Danny Corkery of 103 Search and Rescue Squadron, 9 Wing Gander, N.L.
- The Air Marshal W.A. Bishop, VC Memorial Trophy for outstanding and meritorious achievements in aviation — 427 Special Operations Aviation Squadron, 1 Wing Kingston, Ont., based at Canadian Forces Base Petawawa, Ont.
- The Mynarski Trophy for air search and rescue — The Alberta Shock Trauma Air Rescue Unit.
- The Gordon R. McGregor Trophy for outstanding achievement in air transportation — 2 Air Movements Squadron, 8 Wing Trenton, Ont.
- The Golden Hawks Trophy for achievement in military aviation — The Maritime Proving and Evaluation Unit, 14 Wing Greenwood, N.S.
- The NORAD Trophy to American or Canadian personnel (or a unit) typifying the NORAD motto “one mission-one team” — 14 Construction Engineering Squadron, 14 Wing, and 192 Construction Engineering Flight, based at Canadian Forces Station Aldergrove, B.C.
- The J.A.D. McCurdy Trophy for achievement in civil aviation — Jan Rustad, chief flying instructor at Canadian Helicopters School of Advanced Flight Training, Penticton, B.C. 



Sgt Gilbert Laxamana won the Air Marshall C. Roy Slemmon Award for Air Person of the Year.



Sgt Danny Corkery won the F/L Duncan Marshall Grant award for the Air Reservist of the Year.

On the Cover

A CF-18 Hornet from 425 (TF) Sqn, Bagotville, Que. takes off toward the Mediterranean Sea from Trapani, Italy, on March 21, 2011 as part of Task Force Libeccio.

PHOTO:
CPL MARC-ANDRE GAUDREAU



INTERNATIONAL KUDOS



Left: Ten of the 30 members of the Haiti Flight Operation Coordination Center Team were on hand for the award presentations, including Maj James Fell and Capt Richard Gough, first and second from the left, with Gen Norton A. Schwartz, USAF Chief of Staff, right.



Right: The Lord Mayor of London, Alderman Nick Anstee, Maj Jason M. Von Kruse, MCpl Billy Ternes, MCpl Dominic Frenette, Sgt Kent Gulliford, LCol Christian Lalande and Master of GAPAN, Dr. Michael Fopp.

Members of the Air Force have received prestigious international recognition over the past few months for jobs well done.

USAF Chief of Staff Team Excellence Awards

Five United States Air Force (USAF) teams received the 2010 USAF Chief of Staff Team Excellence Awards for finding creative ways to enhance mission capabilities, improve operational performance and create sustained results.

Two Canadian Air Force members were members of the winning Haiti Flight Operations Coordination Center Team—Major James Fell and Captain Richard Gough. Maj Fell, an air combat systems operator by occupation, is currently at the Canadian Forces Aerospace Warfare Centre at 8 Wing Trenton, Ont. while Capt Gough, a pilot, is with the Joint Rescue Coordination Centre at 8 Wing.


British Search and Rescue Award

A Cormorant crew from 442 Transport and Rescue Squadron, 19 Wing Comox, B.C. received the Prince Philip Helicopter Rescue Award from the Guild of Air Pilots and Air Navigators (GAPAN) in the United Kingdom last fall.

The award was presented for a dangerous rescue conducted in darkness at 3 a.m. on the side of the Hamathko glacier on April 26, 2009. The crew hovered at 2,600 metres, rescuing two back-country skiers from a 45-degree slope, and then lowered a search and rescue (SAR) technician into a 30-metre-deep crevasse, where the third skier had fallen. Unfortunately, he was pronounced dead on arrival at

hospital, despite the heroic life-saving effort.

The award for “outstanding courage or devotion in the air” was presented to Major Jason M. Von Kruse, Master Corporal Billy Ternes, Master Corporal Dominic Frenette, Sergeant Kent Gulliford and Lieutenant-Colonel Christian Lalande. This is the second time Sgt Gulliford has been presented with the award as a member of a SAR crew, making him the only double winner in the international award’s 22-year history.

The crew won the 2009 Cormorant Trophy, awarded by AgustaWestland to the Canadian SAR crew carrying out the most significant rescue of the year, for the same rescue. 

NEWEST HONORARY COLONELS

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

- **Ron Begg**, host of TV Cogeco's "I Begg Your Pardon" talk show — CF School of Aerospace Control Operations, 16 Wing Borden, Ont.
- **Gerald Haddon**, former CTV News director and grandson of legendary aviation pioneer J.A.D. McCurdy — CF School of Aerospace Technology and Engineering, 16 Wing Borden, Ont.
- **D.F. "Yogi" Huyghebaert**, Member of the Legislative Assembly of Saskatchewan for Wood River — 2 CF Flying Training School, 15 Wing Moose Jaw, Sask.
- **William Mahoney**, president and owner of Regal Realty Ltd. and Murray Premises Hotel Inc. — 9 Wing Gander, N.L.
- **John Melbourne**, retired RCAF member, industry executive and former national president of the Air Force Association of Canada — 410 Tactical Fighter Operational Training Squadron, 4 Wing Cold Lake, Alta.
- **Michael Potter**, president and founder of Vintage Wings of Canada — 431 Air Demonstration Squadron (Snowbirds), 4 Wing Cold Lake, Alta.
- **Brian Read**, president and owner of Horizon Plastics International Inc. and Lumin Solar — Aerospace and Telecommunications Engineering Support Services Squadron, 8 Wing Trenton, Ont.
- **Brigadier-General (ret'd) Joe Sharpe**, consultant and retired Air Force officer — Colonel Commandant of the CF Military Police Branch.
- **John Smylie**, owner of Smylie's Your Independent Grocer — 436 Transport Squadron, 8 Wing Trenton, Ont.
- **Orville Wagner**, retired businessman and former president of the Canadian Pharmaceutical Association — 3 CF Flying Training School, 15 Wing Moose Jaw, Sask.
- **Colonel (ret'd) Tony Wojcik**, director of operations for the Nova Scotia Division of Commissionaires — 14 Construction Engineering Squadron, 14 Wing Greenwood, N.S. 

DEPLOYMENTS NET COMMENDATION




Members of 8 ACCS with Gen Walter Natynczyk after he presented the unit with a CF Unit Commendation for their work at the Olympics and in Haiti.

8 Air Communication and Control Squadron (8 ACCS) received the Canadian Forces Unit Commendation last fall for "outstanding levels of teamwork, dedication and professionalism to ensure complete success of the Olympic Winter Games and of the humanitarian relief effort in Haiti". General Walter Natynczyk, Chief of the Defence Staff, made the presentation at 8 Wing Trenton, Ont.

Between January and March 2010, 8 ACCS personnel, nicknamed the "Gypsies", carried out the largest operational deployment in the squadron's history—simultaneously deploying more than 80 per cent of its personnel on Operations Podium (Olympics) and Hestia (Haiti earthquake relief).

The squadron was tasked to support tactical air communications and communication links to Canada for the flying operations at Port-Au-Prince International Airport in Haiti. Within 48 hours, equipment and personnel were ready to go.

A few days later, as other personnel deployed to Vancouver, the squadron reworked its plans so equipment and personnel could be retasked from Op Podium to Haiti to support the opening of the Jacmel Airport without affecting Vancouver operations. Just 48 hours after being notified that the Jacmel Airport was to be opened, 8 ACCS had set up full runway lighting and tactical air communications capability at the airport. 

Correction

Vol 8, No. 3, "Afghanistan air units adopt new names": 408 Squadron's motto was approved by King George VI, not King George IV.

MESSAGE FROM THE CHIEF WARRANT OFFICER OF THE AIR FORCE

By Chief Warrant Officer Miles Barham

Now that I am firmly settled into the seat as the Chief Warrant Officer for the Air Force, I would like to share with you some of the issues facing our non-commissioned members (NCMs) that are being addressed by the Air Force leadership—professional development, occupational restructure and equipment.

First, let me say how incredibly proud I am of the work being done by all members of the Air Force team, both military and civilian. My recent visit to Afghanistan to escort a team of division and wing chief warrant officers cemented my belief that NCMs are fundamental to our success in operations, which, after all, is our *raison d'être*.

My predecessors have done tremendous work in transforming NCMs' professional development and I fully intend to build on their successes. One area that I have discussed with both the 1 and 2 Canadian Air Division chief warrant officers and all of the wing chief warrant officers is operational training.

Beginning immediately, the Air Force will now be injecting an Air Force operations component into the Basic Air Environment Course, the Intermediate Air Environment Course and the Senior Air Supervisors' Course. With this new insight and knowledge, our members will continue to provide outstanding service in war, humanitarian and sovereignty operations.

In order to do that, Air Force NCMs must adopt air power as part of their everyday culture and conversation. Teaching lessons learned and placing air power in our training doctrine will ensure that junior and senior NCMs will continue to lead, support and move Canadian Forces operations forward.

The Air Force, as with all CF organizations, needs to change and evolve in order to stay relevant, efficient, effective and worthy of being called upon in response to domestic and international events.


With the acquisition of the CC-177 Globemaster III and the J-model Hercules, the upcoming CH-148 Cyclone and F-model Chinook helicopters, as well as the plan to acquire the F-35 Lightning II, unmanned aerial vehicles and new tactical radars, the Air Force has had to assess how these new capabilities will affect our technical occupations.



CWO Miles Barham in a CC-130J Hercules at Kandahar Airfield during a recent visit to Afghanistan.


As the Chief of the Air Staff, Lieutenant-General Deschamps, has mentioned in previous *Crew Brief* issues, flight engineers, for example, are not required on the J-model Hercules or the Globemaster. However, they are still a key part of many of our fleets, including our new Chinooks. We have been working extremely hard with our flight engineers to transform their occupation so it can continue to evolve and remain as viable and relevant an asset to the CF as it has been for decades.

As we continue to transform with new equipment, we will also need to transform the way we work in operations. Therefore, at the strategic level, we are looking into opportunities to enhance work being completed by airborne electronic sensors operators (AESOP), aerospace control operators (ACOP), aerospace telecommunications and information systems technicians (ATIS) and intelligence operators (Int Op) and will continue to do so as the process unfolds. Only time will tell how these occupations will evolve.

The Air Force has always been a much-diversified entity within the CF. By working collaboratively with all members of the Air Force team, both military and civilian, our men and women in blue have always been able to reach for the stars in spite of great adversity at times. With the continued support of all those who value what we do, the Air Force will remain a stable silhouette in the skies over Canada and the world. 

HAPPY 40TH SNOWBIRDS!

Members of the Snowbirds—431 Air Demonstration Squadron—celebrated 40 years of excellence, professionalism and a strong team spirit during a reunion weekend at 15 Wing Moose Jaw, Sask. last October. “The Snowbirds are one of those exceptional acts which have remained fresh and exciting over the years, a significant accomplishment,” said Lieutenant-General André Deschamps, Chief of the Air Staff.

“Like Canada itself, the members of the team are diversified, but together are strong, unique, and part of a solidified team, much like the country we live in,” said Lieutenant-Colonel Maryse Carmichael, a former Snowbird pilot and team commanding officer. 




CPL IGOR LOUTSOUK



SGT SERGE GOUIN

FIRST OPERATIONAL SERVICE MEDALS

Governor General David Johnston presented the first 50 Operational Service Medals on Dec. 6, 2010 at Rideau Hall. The new medal, announced in September, is awarded to Canadian military personnel, civilians under the authority of the Canadian Forces, and members of allied forces integrated within the Canadian Forces, as well as Canadian police officers who have taken part in important missions overseas. Lieutenant-Colonel Joseph Siméon Raymond Pierre Barma, who received the medal for his work in Haiti, was among the inaugural recipients. You can find the full list of recipients and more information about the medal at www.gg.ca/document.aspx?id=13969. 



CC-130 HERCULES TURNS 50



An E-model Hercules in flight.

More than 400 current and former air, ground and support crew personnel who have worked with the CC-130 Hercules since 1960 gathered at 8 Wing Trenton, Ont. last November to remember and celebrate 50 years of Hercules operations in Canada.

"You have earned your place in Canadian history as bringers of hope, delivering lifesaving loads of food, water and medical supplies to those in need, or searching for lost souls in some of the worst, most dangerous flying conditions imaginable, often putting your own lives at risk to save those in peril," Lieutenant-General André Deschamps, Chief of the Air Staff, told those gathered.

The ceremony also paid tribute to the members of the Hercules family who have perished over the past 50 years.

"We will never forget them. The lessons we have learned from the circumstances surrounding their tragic deaths have made the Air Force stronger and more capable, and for that we are eternally grateful," said LGen Deschamps.

The Hercules, built by Lockheed Martin, entered service in 1954 and is employed in more than 70 nations around the world.

Initially designed as an assault transport aircraft, it was further developed to carry out a multitude functions. It now claims the record for the longest continuous production run of any military aircraft in history.

The Canadian Forces acquired its first Hercules, the B model, in 1960, making the CC-130 the longest serving aircraft in Canada's Air Force. "Our Hercs have racked up more flying hours than any other C-130s in the world," said LGen Deschamps. "It's an amazingly versatile aircraft, well-suited to our vast geography."

CC-130 Hercules personnel, past and present, gathered on the flightline at 8 Wing Trenton, Ont., flanked by a CC-130H (left) and a CC-130J.



One of the last takeoffs for Hercules #306 happened in Yukon during SAREX 2010.

LAST FLIGHT FOR HERC #306

The old bird deserves a rest.

After traveling the equivalent of six times to the moon, a CC-130E Hercules aircraft, tail number 130306, spent its final flying hours carrying out search and rescue (SAR) training during the annual Search and Rescue Exercise last fall in Whitehorse, Yukon.

The aircraft's 46-year legacy with the Canadian Forces was celebrated with a farewell flight involving a mass parachute jump by 31 Canadian SAR technicians and United States Air Force para-rescue jumpers.

"This aircraft has safely and reliably flown countless missions for nearly half a century," said Major Dom Paquette, who piloted the final flight. "She's been to every corner of this country and has transported people, supplies and aid all over the world."

With more than 45,000 flying hours to its credit, the retired Herc will join three other retired E models in Abbotsford, B.C. Four E models retired in Trenton, Ont.

Hercules aircraft are retired before reaching the equivalent of 50,000 flying hours, which is actual airframe hours multiplied by a mission severity factor.