

CREW BRIEF



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OP **MOBILE** ENDS

THE KEY TO FUTURE SUCCESS

The commanders of five allied air forces met in Ottawa in September for talks on matters of strategic interest (left to right): Air Marshal Geoff Brown, RAAF; Air Vice-Marshal Peter Stockwell, RNZAF; Lieutenant-General André Deschamps, RCAF; Air Chief Marshal Sir Stephen Dalton, RAF; and General Norton Schwartz, USAF.

As we begin 2012, we look back on an extraordinary year that encompassed an unparalleled number of domestic and international operations, including engagement in combat operations in two separate theatres.

We cannot predict what the future will bring, except to say that it is virtually guaranteed that the world will maintain a certain degree of instability. Our challenge is to maintain our readiness in order to successfully respond to that instability. We've achieved a great degree of capability in the last few years, peaking in 2011 as far as our operational tempo is concerned, and we will keep the momentum going.

The strategic, operational and tactical effects that we achieve nationally and internationally are the ultimate test of our readiness; we have passed that test with flying colours, delivering excellence in every area of responsibility.

Success in operations, my number one priority, rests on a foundational pillar of readiness. As I have noted in a previous edition of *Crew Brief*, our ability to act—to deliver the right air effect, at the right time and at the right place – demands that our capabilities exist in various states of readiness. Moreover, since no two national or international operations are ever the same, we must be agile, flexible, innovative and resilient to generate relevant, responsive and effective air power to meet our nation's present and future defence and security challenges. We equip, train and sustain effective air power to carry out operations for the force employers, such as Canada Command and NORAD for continental operations and Canadian Expeditionary Force Command for overseas operations, that actually employ our people and assets to conduct the missions. ►



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The inherent nature of air power allows us to respond rapidly to developing situations, and all our capabilities have high readiness components. For instance...

- Our CF-18 Hornets maintain high alert states to support NORAD and Canadian airspace control. They can be airborne in minutes.
- Our readiness assignment for the CC-177 Globemaster III ranges from 24 hours to 21 days for humanitarian assistance missions.
- Our CP-140 Auroras maintain readiness to respond within 12 hours for domestic operations, conducted under the auspices of Canada Command.
- Our tactical transport communities, including our helicopters, maintain a number of platforms on high readiness by region for domestic emergency response, ranging from 30 minutes to 24 hours “notice to move”. The CC-130 Hercules readiness is as short as 30 minutes for search and rescue, 24 hours for domestic operations, or three days for unforecasted support to the Canadian Expeditionary Force Command.

As we look to the future, we will be challenged to maintain our readiness.

We are, for instance, analyzing and institutionalizing our “lessons learned”—gleaned from our experiences of the past several years—to guide our doctrine and training for years to come. In addition, we have made tremendous investments in our human resources. We have revamped several of our occupations to ensure career structures are optimized, training, experience and tasks are aligned, and opportunities for career advancement are improved. Moreover, we are creating efficiencies in personnel training and seeing promising improvements through the use of technologies such as networked virtual training and simulated environments.

With regard to our aircraft fleets, we are facing tremendous opportunities—but many will challenge our ability to maintain readiness.



LGen André Deschamps (left) welcomes the first pilot returning from Trapani, Italy, to 3 Wing Bagotville, Que., on Nov. 4. Op Mobile was an immense test of the RCAF's readiness – a test passed with flying colours.



CF and Jamaica Defence Force personnel and Jamaican medical staff move a patient from a Griffon helicopter. Op Jaguar helped enhance Canada's search and rescue (SAR) readiness through the conduct of essential SAR training.

Very soon we will integrate the Cyclone into our fleets. We will have personnel availability and training challenges, as well as the growing pains that can be part of bringing any “first” into operation.

The new F-model Chinook will bring similar challenges, although our experience in Afghanistan should facilitate its entry into service.

In 2016 we expect to start taking delivery of the F-35 Lightning II, our next generation fighter. We know that some of the threats faced by the CF-18 Hornet in the 20th century have faded, some have continued and new ones have emerged. There is no reason for us to doubt that we will continue to see similar fluidity and evolution in threats as this century unfolds.

Acquisition of the fifth-generation F-35 will enhance our readiness, giving us the flexibility to face the threats we know and, just as importantly, the threats that have yet to emerge.

We face many challenges every day in the Royal Canadian Air Force but we see these as opportunities to strengthen the institution.

Supported by a robust operational command system, relevant equipment, effective training and education, and rich operational experience, our flexible, highly competent and extremely knowledgeable airmen and airwomen are ready to take on whatever domestic and global security challenges our nation may face today or tomorrow.

André Deschamps
Lieutenant-General

Commander, Royal Canadian Air Force

(Editor's note: this message is a condensed version of a presentation LGen Deschamps made to the Standing Committee on National Defence on Dec. 13, 2011. The full text is available in the News and Events section under Transcripts at www.rcaf-arc.forces.gc.ca.)



"ROYAL CANADIAN AIR FORCE" RESTORED

"The three elements of the Canadian Forces will have their historic names restored: Maritime Command will now be known as the Royal Canadian Navy, Land Force Command will be the Canadian Army and Air Command will be the Royal Canadian Air Force."

With these words from Defence Minister Peter MacKay on Aug. 16, the Royal Canadian Air Force returned to its historic name, which was first granted on April 1, 1924—the date the Air Force still celebrates as its anniversary.

"You can now proudly say you are a member of the Royal Canadian Air Force," said Lieutenant-General André Deschamps, commander of the Royal Canadian Air Force.

"In 1968 the government of the day passed a Canadian Forces reorganization act which unified the Royal Canadian Navy, the Canadian Army and the [Royal] Canadian Air Force into a single service, the Canadian Forces," said Minister MacKay during the announcement in Halifax. "An important element of Canadian military heritage was lost when these three former services were required to relinquish their historic titles.

"Restoring these historic identities is a way of reconnecting today's men and women in uniform, and the proud history and traditions that [they] carry with them as members of the Canadian Forces."

"Although the media has made much of the return of the 'Royal' title, this milestone is about more than that," noted LGen Deschamps at a charity banquet at 8 Wing Trenton, Ont., in September. "In fact, we are also officially an Air Force again.

"Many people don't realize that when the Canadian Forces unified in 1968, we no longer had a Navy, an Army or an Air Force. The Navy became Maritime Command and the Army became Mobile (later Land Force) Command.

"A unified air organization disappeared entirely. Functional control of air assets was parcelled out to various organizations until Air Command was established in 1975, bringing all those assets back under one command structure."

LGen Deschamps emphasized that the return to the historical names for the three services does not change the organization of Canada's military. "This does not undo the unification of the Canadian Forces," he said. "We continue to be a single, unified tri-service force."

Reaction to the change was greeted positively by members of the CF, veterans and most Canadians.


"It's a proud moment," said Lieutenant-Colonel (ret'd) David Bashow, a former fighter pilot and associate professor of history at Royal Military College in Kingston, Ont. "My flying training course (6907) was the last to get issued RCAF pilot wings for wear on the (old) blue flying suits!"

A Canadian Press-Harris/Decima survey released on Aug. 30 indicated that the majority of Canadians support the change.

"By and large, Canadians agree with reverting to the traditional names for Canada's Navy and Air Force and only one in ten are strongly opposed to the change," said Harris/Decima's senior vice-president Doug Anderson. "Quebec residents find the lowest level of agreement on this point, but even there, opinion is fairly evenly split."

The reintroduction of the historical names is intended to be carried out at minimal cost.

"The reintroduction of the RCAF as our official name will be carried out in a phased approach, and will have no impact on our capabilities, rank structures or rank insignia, command relations, organization or operations," said LGen Deschamps.

"Over the coming months, we will, however, make necessary changes to documentation and staff titles and adjust the current insignia, motto and colours, which were specifically designed for Air Command." 



Defence Minister Peter MacKay (centre) and LGen André Deschamps (left) present F/Sgt (ret'd) Michael Nash Kelly with the RCAF's historical ensign during the announcement of the restoration of the names RCN, CA and RCAF.

CHANGES FOR A BETTER DEFENCE

National Defence members—both military and civilian—will work together to manage change in the department over the coming months.



Change is, and has always been, an inevitable part of life. However, it seems that the pace of change has intensified in recent years and will continue to shape the defence environment.

All Canadians are doubtlessly aware that the global economy is recovering from the deepest recession since the 1930s. To ensure Canada's long-term economic health, the federal government announced in its 2011 budget that it is committed to returning the country to a balanced budget by 2014–15. Federal government departments are collectively finding savings to meet this commitment.

Although change is occurring at all levels of National Defence, it is important to remember that the long-term vision of building a first-class, modern military, ready to take on the challenges of the 21st century, still stands. National Defence remains steadfast in its commitment to the fundamental tenets of the *Canada First Defence Strategy*.

Some change initiatives currently underway within the department and Canadian Forces (CF) are:

Strategic Review (March 2010) is an ongoing government-wide assessment process for all direct

government spending to ensure value for money system to better manage federal spending. DND/CF examined their spending to find savings and inefficiencies. The 2010 federal budget required DND/CF, and 12 other federal departments and agencies, to undertake a Strategic Review of all of their programs.

Deficit Reduction Action Plan

(June 2011) is a onetime review of the cost of delivering programs and operations by the federal government. This review is currently being conducted and picks up where the Strategic Review leaves off. It involves 67 departments and agencies, including DND/CF, and focuses on operating expenses. The Deficit Reduction Action Plan is an opportunity to modernize how the government does business—to deliver the right programs at the right cost. DND/CF submitted its findings this fall, with the savings to be announced in Budget 2012.

Workforce Management (October 2010) is an ongoing initiative starting to rebalance the civilian and Reserve Force workforces at National Defence by ensuring the right people are in the right jobs, in the right places.


Modernizing Defence Governance (June 2011) involves changes to improve

“how the department is governed”. The changes include:

- Introducing a chief financial officer.
- Centralizing all departmental financial management and oversight.
- Transferring a number of responsibilities previously held by the Associate Deputy Minister of Finance and Corporate Services to other organizations.
- Creating a dedicated corporate secretary to deliver corporate services.

Shared Services Canada (August 2011) is the organization created for the consolidation and streamlining the delivery of e-mail, data centre, and network services across the government.

Transformation (July 2011) is the internal exercise that builds on the government's commitments to modernize the CF, and is aimed at making the CF better and more nimble.

A longer version of this article appeared in The Maple Leaf, Vol. 14, No. 27 — Sept. 14, 2011. We'll keep you up to date on how these changes affect the Royal Canadian Air Force in upcoming editions of Crew Brief. 

UAVS: VALUABLE THEATRE ASSETS

It was clear by 2008 that the flow of information supporting counter-insurgency operations in Afghanistan needed to grow in both quantity and quality. As a result, the Canadian Heron Unmanned Aerial Vehicle Detachment, known as Task Force (TF) Erebus, deployed to Afghanistan in 2009.

“Task Force Erebus was unique in what it brought to the battle-space,” said Colonel Al Meinzing, then Joint Task Force Afghanistan Air Wing commander.

“The efficient gathering of information and increased battle-space awareness that the Heron team provided since the beginning of operations in January 2009 helped to enable the counter-insurgency campaign and also served to save soldiers’ lives. We are very proud of the TF Erebus efforts.”

TF Erebus ended its flying operations on July 7, 2011, with the end of the Canadian Forces combat mission in Afghanistan.

“The CU-170 Herons were flown extensively throughout the Task Force Kandahar area of operations and brought a high level of situational awareness to the mission,” said Col Meinzing.

“The skills and knowledge that we have acquired can be exploited in the future. The soldiers, sailors, airmen and airwomen who worked with TF Erebus over the years acquired a high level of proficiency due to their professionalism and dedication.”

By the end of operations, TF Erebus was credited with 837 flying missions representing 15,000 operational hours

with only 198 personnel distributed over five rotations.

The task force achieved several milestones during the last rotation of personnel, including a mission of more than 30 hours, the longest flight undertaken by a Canadian Heron crew, and an unprecedented stretch of 116 hours—just shy of five full days—of continuous intelligence, surveillance and reconnaissance coverage.

The team received excellent support from McDonald, Dettwiler and Associates (MDA), the company from which the Herons were leased.

MDA began operations in the challenging environment of Afghanistan on very short notice. Nineteen of their personnel ▶



The CU-170 Heron.

SGT DAREN KRAUS

who rotated through Kandahar received the General Service Medal, which is awarded to Canadians and allied forces serving with the CF. Depending on the operation, it may also be awarded to Canadians who are not members of the CF who serve outside of Canada directly supporting the CF and its operations in the presence of an armed enemy.

The CU-170 Heron was procured under a lease agreement with MDA, specifically to address shortfalls identified in the Manley Report. As such, once CF operations in Afghanistan were concluded, the aircraft and ground equipment were returned to the contractor. MDA continues to support Australian Defence Force operations in Afghanistan with the Heron UAV.

The Royal Canadian Air Force gained significant operational experience employing the Heron in a combat environment. To ensure that this experience is not lost while transitioning to the UAV system that will be procured under project JUSTAS (Joint Unmanned Surveillance Target Acquisition System), the Air Force



Cpl David Hoult and Master Seaman Trevor McIsaac work in the UAV ground control station in 2009.

will send several air vehicle operators and payload operators to allied UAV units to maintain their skills and knowledge.

While there, RCAF personnel will conduct UAV operations and training alongside their allied counterparts. Upon completion of these postings

these personnel will become the core cadre for the stand up of the new Project JUSTAS UAV unit.

The UAV system acquired under JUSTAS will support domestic and international operations and be primarily used for surveillance and reconnaissance. 🇨🇦

FIRST CH-147F CHINOOK ON TRACK

Associate Minister of National Defence Julian Fantino marked the launch of the final assembly of the first Canadian CH-147F Chinook helicopter in October, a key milestone in Canada's Medium- to Heavy-Lift Helicopter Project. The CH-147F project is moving ahead as scheduled and is within budget.



Representatives from the Department of National Defence, Public Works and Government Services Canada, the United States Defense Contract Management Agency, Boeing and supplier partners, marked the beginning of final assembly for the first Canadian CH-147F Chinook.

"Our government is fully committed to providing our brave men and women of the Canadian Forces the new tools they need to defend Canada's interests at home and abroad," said Minister Fantino. "The acquisition of these important capabilities demonstrates our ongoing efforts to help the Canadian Forces help Canadians."

Canada will acquire 15 CH-147F Chinooks, manufactured by Boeing at their plant in Ridley Park, Pennsylvania. The helicopter will feature long-range fuel tanks, a self-protection system to protect its occupants against threats such as missiles, an infra-red and electro-optical camera that will increase the safety and capabilities of the helicopter, and improved electrical systems.

The first CH-147F is set to come off the assembly line for tests and evaluation flights in June 2012. In June 2013, a new squadron at Canadian Forces Base Petawawa, Ont., is scheduled to receive the first deliveries. 🇨🇦

AIRCRAFT UPGRADES

Hornet

L-3 Military Aviation Services (L-3 MAS) of Montreal, Que., was awarded a contract to implement the Prime Air Vehicle Optimized Weapon System Support initiative on the CF-18 fighter fleet in August.

The program will streamline CF-18 supply chain management by making L-3 MAS the sole company responsible and accountable to the government for the majority of the fleet's aircraft and component. The potential value of the seven-year contract is expected to exceed \$80 million, and also includes a three-year extension option for a total value of up to \$110 million.

Polaris

Esterline CMC Electronics, also of Montreal, Que., was selected to supply its latest generation Flight Management System and high-performance Global Positioning System Wide Area Augmentation System (WAAS) Sensor for the avionics upgrade of the fleet of five CC-150 Polaris (Airbus A310) multi-role transport and tanker aircraft. The upgrade will provide precision area navigation as well as several tactical functions that enhance performance.

Buffalo

The Buffalo Avionic Life Extension (BALE) Project concluded in July with the delivery of CC-115 Buffalo aircraft no. 452 to 442 Transport and Rescue Squadron, 19 Wing Comox, B.C. The BALE project was carried out to extend the service life of the Buffalo until a successor search and rescue aircraft is selected.

The upgrade includes the installation of modern GPS units with the capability to conduct GPS approaches, new direction finding equipment to home emergency transmitters, and new electronic attitude and heading reference systems. All CF Buffalos have been upgraded since the project began in 2008.

A CC-150 Polaris tanker from 437 (T) Sqn, 8 Wing Trenton, Ont., refuels a CF-18 from 425 (TF) Sqn, 3 Wing Bagotville, Que., during Exercise Combat Archer in Florida in 2011.

An initial civilian contractor terminated its contract with DND after modifying the second aircraft. Kelowna Flightcraft was then awarded the contract to finish the four remaining aircraft.

Hercules

Modifications of the CC-130H Hercules fleet are underway that will allow the aircraft to continue to conduct search and rescue as well as air-to-air refueling roles until 2017. The upgrades are expected to be completed in fiscal year 2014/15.

Aurora

In November, the first of 10 CP-140 Auroras—no. 112—completed its set of structural upgrades through the Aurora Structural Life Extension Project (ASLEP), which involves major upgrades to the body of the aircraft. ►



A CP-140 Aurora returns to 14 Wing Greenwood, N.S., after the successful conclusion of Op Mobile.

The project includes the replacement of the wings and horizontal stabilizers, and will increase the structural life and operational availability of the fleet into the 2020 timeframe.

The completion of ASLEP modifications of Aurora no. 112 is the second major milestone in the Aurora's midlife upgrade. In September 2011, the first Block III-modified Aurora, no. 114, was delivered to 14 Wing Greenwood, N.S. The Block III modifications are the final round of upgrades made to the Auroras' mission computer system through the Aurora Incremental Modernization Project (AIMP) that has transformed the aircraft into a modern multi-mission platform that can provide overland intelligence, surveillance and reconnaissance capabilities, in addition to its traditional maritime patrol role.

ASLEP and AIMP have now been combined to efficiently deliver the remaining life-extended and modernized Auroras. The final aircraft upgraded under the combined projects is expected to be delivered in 2014. The combined projects represent a \$1.5 billion (\$1.2 billion for AIMP and \$279 million for ASLEP) investment. 🇨🇦

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Canada's final four J-model Hercules are shown under production at the Lockheed Martin factory in Marietta, Georgia, in November. The first CC-130J Hercules was delivered to 8 Wing Trenton, Ont., where all the J-models will be based, on June 4, 2010, and the final aircraft are scheduled to be delivered in 2012. 🇨🇦

INFRASTRUCTURE UPDATE



Defence Minister Peter MacKay complements Pte Myles Mohr on his acting abilities at the end of a battlefield trauma exercise at 23 Health Services Centre, 17 Wing Winnipeg, Man.

The Associate Minister of National Defence, Julian Fantino, visited 8 Wing Trenton, Ont., in October and highlighted some of the projects currently underway there, including:

- The new 20,000 square-metre CC-130J Hercules training complex has made significant progress with aircrew and ground crew training programs expected to begin in the fall of 2012.
- Construction of four new hangars is underway. Hangar 1, which will house two CC-177 Globemaster III-sized aircraft, is on track to be completed by the end of the year, and Hangar 2, which will house two CC-130J Hercules, is expected to be complete in 2013. Construction of the final two hangars is scheduled for completion in 2015 and 2017.

At 17 Wing Winnipeg, Man., \$3.9 million in renovations are being made to 23 Health Services Centre. This will ensure the wing meets the standards defined by Rx2000, the most comprehensive medical reform undertaken by the CF. The improvements are an interim measure, with a new Integrated Health Services Centre expected to open its doors in about five years.

Environmental remediation work will be carried out at 5 Wing Goose Bay, N.L. The project is part of a larger government initiative to assess, and remediate federal contaminated sites and is slated to be completed by 2020. This represents \$62 million in contracts at 5 Wing and the anticipated creation of 335 jobs in the Happy Valley-Goose Bay community and throughout Labrador. 🇨🇦

CANADA “PUNCHED ABOVE ITS WEIGHT”

Returning from Trapani, Italy, seven CF-18s and a Polaris refueller fly in formation before landing at 3 Wing Bagotville, Que., on Nov. 4, 2011.

In early November, Canadian Forces members returned home from Operation Mobile, Canada's contribution to the NATO-led operation in the Central Mediterranean and in the skies over Libya.

The goal of the operation was the imposition of an arms embargo, enforcement of a no-fly zone and protection of civilians in Libya. It resulted from the UN Security Council Resolution 1973, passed March 17, 2011, that called on the international community to protect civilians in Libya.

Op Mobile came to a close at midnight Libya time (6 p.m. EDT) Oct. 31, 2011, after a highly successful campaign.

“Throughout this deployment, our airmen and airwomen demonstrated their outstanding skills and agility in successfully conducting air-to-air integrated operations with our NATO allies, flying side-by-side conducting surveillance and bombing missions, providing air refuelling to coalition aircraft, and patrolling the shore of Libya,” said Lieutenant-General André Deschamps, commander of the Royal Canadian Air Force.

“Their professionalism and dedication played a significant role in the protection of innocent civilians against an oppressive regime, and it is with pleasure that we welcome them home after a job well-done.

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

“I also congratulate all members of the defence team at home in Canada, military and civilian, whose hard work and professionalism enabled the various deployed elements to carry out their jobs so effectively,” he said. “Moreover, I appreciate the sacrifices of our families whose support is so fundamental to our ability to project and sustain air forces half way around the world.”

Op Mobile actually began in February with the evacuation of non-combatants from Libya. This aspect of the operation, later dubbed Task Force Malta, led to the rescue of 61 Canadians and 130 other foreign nationals aboard six evacuation flights: two by CC-177 Globemaster III and four by CC-130J Hercules aircraft.

On the day the UN resolution passed, HMCS Charlottetown arrived in the central Mediterranean with its embarked CH-124 Sea King crew, joining an international Combined Task Group that carried out a broad spectrum of operations. HMCS Charlottetown was later relieved by HMCS Vancouver, again with an embarked Sea King and crew. ►



Aviation systems technician MCpl Jason Porter supervises the installation of a GE F404 Turbofan engine on a CF-18 in Trapani, Italy, on Aug. 29, 2011, during Op Mobile.

MCPL MARC-ANDRÉ GAUDREAU

CPL PAMELA EVANS

Less than 24 hours after the resolution passed, CF-18 Hornets were airborne from 3 Wing Bagotville, Que., en route to their operating base in Trapani, Italy (3 Wing's crews were relieved part-way through the mission by crews from 4 Wing Cold Lake, Alta.), along with CC-150 Polaris strategic air-to-air refuelling aircraft from 8 Wing Trenton, Ont. CC-177 Globemaster IIIs, also from 8 Wing, followed immediately with personnel and equipment.

This land-based element, which also included the Canada's operational headquarters, was dubbed Task Force Libeccio, named for the strong southwesterly wind that blows all year in the Mediterranean.

Two CC-130 Hercules tactical tankers from 17 Wing Winnipeg, Man., replaced one of the Polaris for about four months when it returned to Canada for previously scheduled maintenance.

In addition, two CP-140 Aurora aircraft from 14 Wing Greenwood, N.S., and 19 Wing Comox, B.C., conducted intelligence, surveillance and reconnaissance (ISR) sorties, as well as strike coordination and armed reconnaissance-coordinator sorties that provided critical information to coalition forces.

Other RCAF members flew on NATO and U.S. Airborne Warning and Control System (AWACS) aircraft, providing surveillance over Libya and supporting command and control over forces in southern Italy. Still more served in the Combined Air Operations Centre in Italy.

"Canada once again punched above its weight," said Defence Minister Peter MacKay. "I am extremely proud of the men and women of the Royal Canadian Air Force



Air weapons systems technicians load a bomb on a CF-18 equipped with the new Joint Direct Attack Munitions system. The CF-18s used the JDAM system for the first time on Oct. 1 in a successful attack on a pro-Gadhafi ammunition storage facility. Until now, the CF-18s have been armed with laser-guided bombs.

and Royal Canadian Navy whose contribution was, without a doubt, instrumental in the protection of civilians from the violence of the Gadhafi regime."

The CF-18s conducted 946 sorties, making up 10 per cent of NATO strike sorties and dropping 696 bombs of various types.

The Polaris and Hercules tankers flew 389 air-to-air refuelling sorties, dispensing 18,535,572 pounds of fuel to aircraft from France, Italy, the United Arab Emirates, the United Kingdom, the United States and Qatar.

The Auroras flew 181 sorties, while a CC-130J tactical transport Hercules deployed from 8 Wing flew 23 missions. 🇨🇦



A Sea King helicopter conducts transfers with a "stokes" litter on HMCS Vancouver in July during Op Mobile.

HONOURING OP MOBILE CONTRIBUTIONS



MCPL JULIE BÉLUSLE

A CC-177 Globemaster III flies over Parliament.

The Government of Canada marked the end of Operation Mobile and the Libya campaign with a flyby and a ceremony on Parliament Hill on Nov. 24.

Governor General David Johnston, Prime Minister Stephen Harper, Chief of the Defence Staff General Walt Natynczyk and Defence Minister Peter MacKay attended the ceremony along with Canadian Forces personnel and parliamentarians.

A CH-124 Sea King, a CP-140 Aurora, a CC-130J Hercules, a CC-177 Globemaster III, a CC-150 Polaris tanker and seven CF-18 Hornets participated in what the Chief of the Defence Staff, Gen Natynczyk called a “fantastic, fantastic flypast”.

The flyby represented each type of Canadian aircraft that flew in support of the operation.

The outdoor portion of the ceremony also included a 21-gun salute and a parade inspected by Governor General David Johnston.

“Soldier for soldier, sailor for sailor, airman for airman, the Canadian Armed Forces are the best in the world,” said Prime Minister Harper from the Senate Chamber, minutes after the outdoor portion of the ceremony.

During the ceremony, Governor General Johnston presented the Meritorious Service Cross to Lieutenant-General Charles Bouchard. The Cross acknowledges a military deed performed in an outstandingly professional manner, according to a rare high standard that brings considerable benefit or great honour to the Canadian Forces.

NATO appointed LGen Bouchard, an RCAF officer, as Combined Joint Task Force Commander of Op Unified Protector on March 25, 2011. During the campaign, he retained his appointment as Deputy Commander Joint Task Force Command Naples, a position he had held since Oct. 9, 2009.

“While I appreciate the honour bestowed on me today, [you] are the true Canadian heroes,” said LGen Bouchard, referring to all who participated in Op Mobile. 🇨🇦



MCPL SERGE TREMBLAY

Governor General David Johnston presents LGen Charles Bouchard with the Meritorious Service Cross.



PRIME MINISTER'S OFFICE

CF personnel and parliamentarians gathered in the Senate chamber to mark the end of Op Mobile.

AFGHANISTAN AIR WING CLOSES



Col Al Meinziger hands over the official JTF-Afg Air Wing hockey stick, swathed in RCAF tartan, to Maj Spencer Selhi of the Tactical Airlift Unit during the Air Wing's closing ceremonies.

with the CC-130 Hercules, flew missions until mid-November, both for the International Security Assistance Force (ISAF) in southern Afghanistan and in support of Operation Attention in Kabul.

"For 32 months, the Air Wing has been conducting its operations properly with excellent air-land integration, an important capability for Canadians," said Brigadier-General Chuck Lamarre, commander of the Mission Transition Task Force. "Ground forces and air forces need to continue to plan together to guard against skill-fade in the area of integrated operations."

Colonel Al Meinziger, the Air Wing's last commander, summed up the formation's achievements.


"We ably supported the counter-insurgency campaign under Task Force Kandahar in an incredibly surged and professional fashion, then nimbly shifted our focus to position ourselves for supporting the daunting work associated with transitioning Air Wing equipment and material back to Canada under the Mission Transition Task Force," he said. "The Air Wing ensured its material was prepared for shipment home in the right state, the right sequence and at the right time."

On Aug. 18, 150 airmen, airwomen and soldiers marked the closure of the Joint Task Force Afghanistan (JTF-Afg) Air Wing.

Two of the Air Wing's three flying squadrons had already left Afghanistan. The Canadian Helicopter Force Afghanistan conducted its last flights on July 27 and the Canadian Heron unmanned aerial vehicle (UAV) Detachment ceased operations on July 7. The Tactical Airlift Unit, equipped

Task Force Silver Dart

The JTF-Afg Air Wing—"Task Force Silver Dart"—consisted of:

- **Tactical Airlift Unit (Task Force Canuck).** Formed at Camp Mirage in 2002 and integrated into the JTF-Afg Air Wing on Dec. 6, 2008, the TAU's mission ended in November. Read more about TF Canuck in the next issue of *Crew Brief*.
- **Canadian Helicopter Force Afghanistan (Task Force Freedom/Faucon).** The helicopter unit flew CH-147 Chinook helicopters to transport personnel, equipment and supplies to destinations throughout ISAF Regional Command (South) and CH-146 Griffon helicopters to escort transport helicopters and to provide armed over watch of ground troops and road convoys.
- **Canadian Heron UAV Detachment (Task Force Erebus).** The UAV detachment flew the CU-170 Heron unmanned aerial vehicle to provide intelligence, surveillance and reconnaissance services in support of combat operations throughout ISAF Regional Command (South). 

JTF-Afg Air Wing Statistics (Dec. 6, 2008–Aug. 20, 2011)

AIRCRAFT	PASSENGERS	FLYING HOURS	CARGO (POUNDS)
CC-130 Hercules	28,180	2,192	7,046,759
CH-146 Griffon	2,294	16,343	20,615
CH-147 Chinook	89,314	7,085	7,090,889
Chartered cargo helicopters	—	11,000	16,000,000
CU-170 Heron	—	15,075	—



SAR TECH LOSES LIFE ON ARCTIC MISSION

Sgt Janick Gilbert's distinctive orange SAR beret rests on his casket during his military funeral in Valcartier, Que., on Nov. 5.



SGT JEAN-FRANÇOIS NÉRON

"Sergeant Janick Gilbert was a devoted husband, exceptional father, and a professional search and rescue technician.

"His laughter and *joie de vivre* are only some of the many positive attributes that were so cherished by those who knew him."

That is how Colonel Sean Friday, commander of 8 Wing Trenton, Ont., remembered Sgt Janick Gilbert. Sgt Gilbert, a search and rescue (SAR) technician from 424 Search and Rescue Squadron, 8 Wing Trenton, Ont., died on Oct. 27, 2011 while participating in a search for two local citizens near Igloodik (Hall Bay), Nunavut.

The SAR mission included aircraft and crews from 17 Wing Winnipeg, Man., 8 Wing Trenton, Ont., 9 Wing Gander, N.L., and 14 Wing Greenwood, N.S.

The two residents of Hall Bay left home on the morning of Wednesday, Oct. 26. Later that day, they activated a beacon indicating they were in trouble. The Joint Rescue Coordination Centre in Trenton, Ont., received the information in the evening and, as a result, a CC-130 Hercules from 435 Transport and Rescue Squadron, located at 17 Wing, was sent to the area.



CPL ROXANNE SHEVCHUK

A second Hercules from 424 Squadron was also launched on the morning of Thursday, Oct. 27.

Searchers located the two, who were stranded in an open boat, and dropped a radio to them.

The condition of one of the stranded residents was deteriorating and, when communications were lost, three SAR techs from 8 Wing parachuted from a CC-130 Hercules to assist.

A CH-149 Cormorant helicopter from 103 Transport and Rescue Squadron, 9 Wing, arrived on scene and airlifted the two local citizens and the three SAR techs from the area and flew them to the medical centre in Igloodik for assessment and treatment. The citizens sustained minor injuries.

Sgt Gilbert perished during the rescue attempt.

"Janick was a brilliant operator with years of experience," said fellow 8 Wing SAR tech, Master Warrant Officer Gilles Tremblay. "He impressed me with his dedication and strong work ethic. We will sorely miss him in the SAR community."

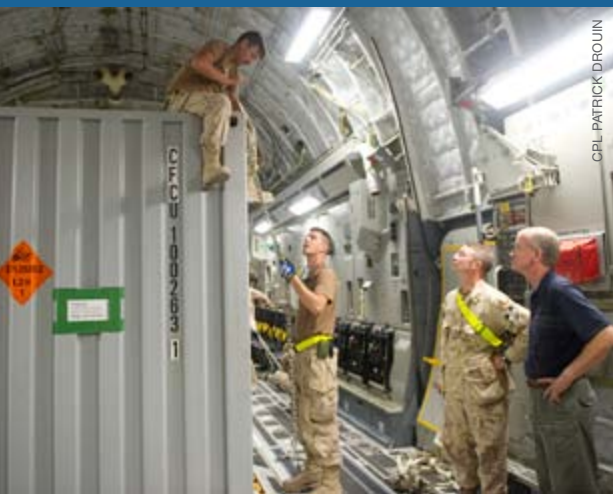
"On behalf of the Defence family and our brave men and women in uniform, I extend my deepest sympathies to the family, friends and comrades of Sgt Janick Gilbert," said Lieutenant-General André Deschamps, commander of the RCAF. "He lost his life in the service of his country while unselfishly answering the call for help."

Sgt Gilbert was from Baie-Comeau, Que., and originally joined the 3rd Battalion, Royal 22 Regiment, in 1998. His funeral was held on Nov. 5 at the Chapelle Ste-Jeanne d'Arc at Canadian Forces Base Valcartier, Que., and he was interred at St. Charles Cemetery, Quebec, Que.

The exact circumstances surrounding Sgt Gilbert's death are being examined as part of a Director of Flight Safety Investigation. The initial flight safety report from the investigator was released on Dec. 21. 🇨🇦

A CH-146 Griffon search and rescue helicopter lowers Sgt Gilbert during a winch training exercise in Kingston, Jamaica, during Op Jaguar in 2011.

CLOSURE UNIT PACKS IT UP



Mr. Dan Ross (right), Assistant Deputy Minister (Material), and BGen Charles Lamarre (second from right), commander of the MTTF, watch members of the MCU secure a sea container in a CC-177 Globemaster III in October.

The Operation Athena Mission Closure Unit (MCU) opened for business on Aug. 1 at Kandahar Airfield, Afghanistan. Part of the Mission Transition Task Force (MTTF), it conducted the logistical closure of Op Athena.

Its personnel received, consolidated, inspected, cleaned, repaired, disposed of, preserved, labelled, and packed thousands of pieces of equipment and materiel.

About 1,600 sea containers-worth of materiel and up to 1,000 vehicles were returned to Canada. The materiel travelled by land, sea and air through intermediate staging terminals in Kuwait and Cyprus. Some kit materiel—including infrastructure—was sold, transferred or donated to allies and Afghan partners. Other equipment and materiel was issued to Op Attention, headquartered in Kabul.

The MTTF, comprising about 1,500 soldiers, sailors, airmen and airwomen of all ranks from across Canada, was the last rotation of Joint Task Force Afghanistan.

As well as the MCU, it included a headquarters, a logistics support group, an engineer squadron, an air wing, a force protection company, a military police company, a health services company, and some liaison officers. The MTTF and the MCU finished their work in December 2011 and the last members of the team arrived in Canada on Dec. 15.

“We are part of the biggest contingent of movers ever deployed, conducting the largest theatre closure since the Korean War,” said Major Laurier Bauer, who deployed with the MTTF. “It’s a mover’s dream.” 🇨🇦

OP JAGUAR A SUCCESS

Canadian Forces personnel lowered the Canadian flag in Kingston, Jamaica, on Nov. 21, marking the end of Operation Jaguar. The operation was Canada’s contribution of military aviation and search and rescue (SAR) capabilities to support the Jamaica Defence Force (JDF) and conduct training for SAR teams.

Task Force Jamaica comprised three CH-146 Griffon helicopters with aircrews and support personnel, including five SAR teams, under the command of Lieutenant-Colonel Christian Lalande.

“Having Canadian Forces search and rescue teams in Jamaica not only training, but helping out the Jamaican people at the same time, gave me great satisfaction,” said Colonel Laurent Caux, Canadian defence attaché to Jamaica.

“The ability of Task Force Jamaica to accomplish 18 days of training within a three-month timeframe was extraordinary, especially given interruptions to the training schedule caused by actual missions or due to other factors such as a change in weather.”

“We [had] a very good crew and we [did] a lot of hard training. We have a very good relationship with the JDF,” said Sergeant Audrey Bourgoin, a SAR tech with 424 Search and Rescue Squadron, 8 Wing Trenton, Ont.

Altogether, 133 personnel deployed with Task Force Jamaica, flying 29 missions: four SAR missions, 24 medical evacuation missions and one casualty evacuation mission. In total, TF Jamaica flew 445 hours. 🇨🇦



MCpl Jeff Ferguson, a SAR tech, provides medical support to a patient who was transported from Montego Bay to Kingston aboard a Griffon helicopter (photo digitally altered).

“NO DUFF” MAJAID EXERCISE TURNS REAL

At the time of the tragic First Air Flight 6560 plane crash in Resolute Bay, Nunavut, the Canadian Forces were conducting Operation Nanook 11, one of three annual northern operations. It took place this year in Resolute Bay, Nunavut, from Aug. 4 to 26.

Part of the exercise was designed to test the Canadian Forces' ability to respond to a simulated major air disaster in the Arctic. When the First Air plane crashed, there was a sense of shock on the ground as CF personnel realized what was going on.

“Someone grabbed me from behind and said ‘No duff’, which means this is real,” Lieutenant-Commander Al Wong, exercise spokesperson, told reporters. “That’s what everybody heard, ‘Plane crash, 737’ and all of us started running to our posts.”

Twelve of the 15 passengers died when the Boeing 737-200 crashed into a hill approximately 1.5 kilometres from the Resolute Bay Airport runway. As the crash site was just a short distance from the location being used for Op Nanook, CF personnel were able to respond quickly with available assets to assist the three injured survivors: a 23 year-old woman, a 48 year-old man and a seven year-old girl.

CF members, including 15 medical personnel, with two CH-146 Griffon helicopters and one CH-124 Sea King helicopter, were first on the scene, extinguishing fires along with Resolute Airport firefighters, and searching for and providing aid to the passengers and crew of the downed 737. The survivors were later transported to Iqaluit by a CC-177 Globemaster III from 429 Transport Squadron, 8 Wing Trenton, Ont.

Defence Minister Peter MacKay praised CF personnel and local residents for their quick reaction.

“I am tremendously impressed by the professionalism of the Canadian Forces and first responders for their swift response to this emergency.

“Our sympathy goes out to the families and friends of those who perished in the crash of First Air Flight 6560.”

The exercise ended early—on Aug. 22—out of respect for the community, and to support further investigations into the crash.

More than 1,100 Navy, Army and Air Force personnel took part in the exercise. Before the crash, the operation saw the first deployment of CF unmanned aerial vehicles in the High Arctic with combined maritime operations with Canadian and Danish warships, and a United States Coast Guard cutter.



Top: CF medical personnel carry a stretcher bearing one of three survivors of the crash of First Air Flight 6560 in Resolute Bay, Nunavut, for medical evacuation onboard a Globemaster.

Left: Two CH-146 Griffon helicopters from 438 (TH) Sqn, 1 Wing Kingston, Ont., based in St. Hubert, Que., begin their flight from Resolute Bay during Op Nanook 11.

Right: A CH-124 Sea King from HMCS St. John's' helicopter air detachment circles the ship for a landing near Resolute Bay.

The Canadian Army's Arctic Response Company Group and 1 Canadian Ranger Patrol Group carried out survival and weapons training.

As well, CF-18 Hornets from 3 Wing Bagotville, Que., conducted tactical air support for maritime operations exercises with HMCS Summerside and Her Danish Majesty's Ship Hvidbjørnen. The two ships were sailing off the coast of Newfoundland on their way north as part of Op Nanook.

Personnel from 14 Construction Engineering Squadron, an Air Reserve unit from Bridgewater, N.S., constructed a corrugated steel warehouse that will remain in Resolute Bay to increase the capability of future CF operations in the North. 🇨🇦

CHINOOKS WRAP UP AFGHANISTAN DUTY

As the last Chinook helicopter auxiliary power unit shut off on July 30, 2011, Kandahar Airfield's X-Ray ramp fell silent, marking the end of the Canadian Helicopter Force Afghanistan's (CHFA) operations, and the retirement of Canada's D-model Chinooks.

"X-Ray" is the name of the ramp that the CHFA operated out of at Kandahar Airfield, Afghanistan. The CHFA was known as either Task Force Freedom or Task Force Faucon, depending on which squadron was fulfilling the role.

Six D-model CH-147 Chinooks were purchased from the U.S. Army in 2008 and began flying on Dec. 28, 2008, thereby improving aviation support available to Canadian troops in theatre and reducing the risk from threats such as improvised explosive devices.

An ambitious training program was required before operations in Afghanistan began. Initial qualification training was conducted by the U.S. Army in Fort Indiantown Gap, Pennsylvania, and completed at Fort Rucker, Alabama. Aircraft maintainers were trained at the Boeing plant in Philadelphia, Pennsylvania.

Training built on the experience that the aircrew and technicians brought from the CH-146 Griffon and other aircraft fleets. Additional operational training (called "seasoning") was conducted with U.S. Army National

Guard and U.S. Army Reserve units to draw on operational lessons learned.

Chinook aircrew were deployed on a staggered deployment schedule, with a new crew of two pilots and two flight engineers arriving in theatre approximately once per month. Canadian Army door-gunners were also employed, bringing combat arms experience to the crews.

Once established during Operation Athena's Roto 6, CHFA's aviation assets supported the International Security Assistance Force's Regional Command South, a relationship that saw CHFA aircraft supporting Canadian and coalition forces in Kandahar and Helmand provinces.

Most CHFA missions were "sustainment" missions, moving personnel and cargo to distant Forward Operating Bases (FOBs).

*"Chinook support
was always in
big demand"*

Cpl Kyle Cameron, on board a CH-147D Chinook helicopter, clears his weapon after completing a mission.

CH-146 Griffons protected the Chinooks during most missions.

"Deliberate" missions, on the other hand, were planned to carry ground forces into specific areas. They were often conducted at night with support from other Canadian and coalition assets, including unmanned aerial vehicles (to look for insurgent activity in the vicinity of the landing zones) and transport aircraft such as Canadian CC-130 Hercules aircraft (to drop infrared flares during low light level conditions).

While in Afghanistan, the Chinooks flew more than 7,000 hours, carrying more than 90,000 passengers and nearly 7,100,000 pounds of cargo.

Two Chinooks were lost in Afghanistan: the first was downed by insurgent fire near FOB Masum Ghar on Aug. 5, 2010, and the second rolled over on landing in dusty conditions on May 16, 2011.

The D-models are being stored at the USAF's 309th Aerospace Maintenance Regeneration Group in Arizona while a buyer is sought for them. First delivery of the F-model Chinooks is slated for 2013. 🇨🇦

WO Adam Taylor, 2 Combat Engineer Regiment, communicates with a Canadian Chinook helicopter during an operation in the Panjwa'i district of Afghanistan.

SGT MATTHEW MCGREGOR

SGT DAREN KRAUS



427 SQUADRON DELIVERS “SPECIAL EFFECTS”

Soldiers rappel from a CH-146 Griffon helicopter from 427 SOAS.

427 Special Operations Aviation Squadron (427 SOAS) challenges both its personnel and the CH-146 Griffon helicopter to fly a wide range of missions under any conditions to deliver dedicated special operations aviation effects for Canadian Special Operations Forces Command (CANSOFCOM).

The CH-146 Griffon is a common sight around Canadian Army bases across the country, but in October 2011, the Griffon could be seen flying off the coast of Halifax, N.S.

The Griffon was there as a part of a maritime counter-terrorism (MCT) training exercise for aircrew and support personnel from 427 SOAS.

427 Squadron is a Royal Canadian Air Force unit that belongs to 1 Wing Kingston, Ont., but is under operational command of CANSOFCOM. Located at CFB Petawawa, Ont., its primary mission is domestic counter-terrorism.

This MCT training was an important exercise for the unit; a new group of pilots and flight engineers became fully qualified 427 SOAS flight crew after this exercise.

“The MCT exercise is the culminating exercise for those on the advanced special operations aviation course,” said the commanding officer of 427 Squadron, Lieutenant-Colonel John Alexander.

“If you can hit a ship that is 100 kilometres out to sea, at night, at various sea states, hold your hover and get the troops on that target, on time and synchronized with other


forces, that’s about the hardest thing that we are going to ask them to do.”

MCT operations include offensive and defensive measures taken to prevent, deter and respond to terrorism in the maritime environment.

Due to its complex nature, maritime counter-terrorism operations require a high level of expertise and specialized equipment to effectively and safely insert, fight and extract from a target area, such as a ship.

“MCT takes everything that we do and takes it a little further,” said one experienced pilot with the squadron, who cannot be identified for security reasons.

On this training exercise, 427 SOAS personnel practiced tracking and intercepting a vessel of interest, approaching a vessel, both at anchor and under way, inserting troops via rappel onto the ship and landing on the deck of the ship for extraction.

Since its primary mission is domestic counter-terrorism, 427 SOAS must be ready to rapidly deploy anywhere in Canada or abroad and fly under any conditions to deliver special operations forces operators to a target. Accordingly, the training undertaken by the squadron includes flying in a wide range of environments, from forested, desert, or mountainous areas, to urban areas with the challenges of man-made lighting and over water in a maritime environment. 

MY DAY WITH THE SNOWBIRDS

Many Royal Canadian Air Force members got their first taste of life in the Air Force through their experiences as air cadets. Last spring, Cadet Warrant Officer Second Class Emily Hodgson spent the day with the Snowbirds and confirmed what she already knew—that she wants to become a Canadian Forces pilot.

As winner of the chairman's award and as cadet ambassador for the Quebec and Ottawa Valley region in 2010–2011, I was selected to ride in a CT-114 Tutor from 431 Air Demonstration Squadron, 15 Wing Moose Jaw, Sask., better known as the Snowbirds.

The morning of Thursday, May 26, I found myself at 438 Tactical Helicopter Squadron at the St-Hubert, Que., airport, where the Snowbirds had arrived for a performance at the annual Air Cadet Aviation Day.

After a briefing by the commanding officer of the squadron and former air cadet, Lieutenant-Colonel Maryse Carmichael, each of the five passengers who were chosen to fly underwent a medical examination, equipment

fitting and emergency procedures briefing. After that, I was assigned to Snowbird #4, Captain Yanick Gregoire, a former CF-18 pilot and air cadet from Toronto, Ont.

My first impression, and certainly a lasting one, was pure amazement at the coordination and cohesion existing between the nine planes. Once "The Boss" (team lead Major Chris Hope) gave the signal to fire up the engines, every pilot started their engine in numerical order. The team taxied out in line, staying in a tight group on the taxiways. During takeoff they remained together, lifting off in three rather close "V" formations.

While heading north, the nine jets switched between various formations,

Capt Yanick Gregoire with WO 2nd Class Emily Hodgson after their flight.

most of which called for a separation of merely four feet between the aircraft! It was amazing to see. Unfortunately, however, our flight was cut short due to poor weather in the Montreal area.

Following the flight, everyone gathered for group photographs and a debriefing. The meeting was very technical and allowed the crews to discuss mistakes and comments about the flight. After the official proceedings, I met each of the pilots and discussed their work and day-to-day lives. Simple conversations with each of these extremely accomplished, yet very humble, individuals were very special for me, as I am an aspiring military pilot.

May 26, 2011, was an extremely important day in my life. Though I only spent 20 or so minutes in the air in the CT-114 Tutor, the experience has become a much-cherished moment of my life. Superseding the thrill of flying in a military jet are the words of encouragement of an entire team of military aviation professionals who have given me strength and belief in my own potential. I will forever be reminded of their support, thanks to a few simple words on my 2011 Snowbirds poster:

"You take me for a ride next time!"

Captain Yanick
"Crank" Gregoire, #4



WO 2nd Class Emily Hodgson, centre, with the Snowbirds and other guests who flew fly with the Snowbirds last May.



Capt Ken Barling is carried high on the traditional chair by Air Force colleagues at the Connaught Range in Ottawa after winning the 2011 Queen's Medal for Champion Shot in the Regular Force.

RCAF CAPTURES QUEEN'S MEDAL

For the first time since 1967, the Queen's Medal for Champion Shot of the Regular Force was won by a member of the Royal Canadian Air Force. Captain Ken Barling, an air combat systems officer, won the medal at the Canadian Forces Small Arms Concentration (CFSAC) held at the Connaught Ranges and Primary Training Centre from Sept. 3 to 17.

The Queen's Medal is awarded to the top rifle marksman in each of the Regular and Reserve categories who obtains the highest aggregate score.

"It feels great, but a little strange on the other hand," says Capt Barling. "It's one of those accomplishments that I didn't really see myself ever achieving. There are a lot of excellent shooters out there, so I was just happy to have made it to the Queen's Medal match."

He began preparing for the competition last spring when he went on a few training weekends at the Connaught Range and at 8 Wing Trenton, Ont., where he was posted to 436 Transport Squadron. He maintained his training schedule in spite of deploying to Afghanistan on the CC-130 Hercules.

"How Capt Barling managed to find the time to hone his shooting skills while still deploying regularly in support of our operations in Afghanistan is a testament to his dedication to the RCAF and CF," said Lieutenant-Colonel Colin Keiver, commanding officer of 436 Squadron.

Capt Barling received eight awards at the competition, including the Queen's Medal.

Master Warrant Officer François Duchesneau, from 2 Canadian Ranger Patrol Group, won the Queen's Medal for the Reserve Force. 🇨🇦

NEW COMMANDERS

NORAD

General Charles H. Jacoby, Jr., of the United States Army took command of the North American Aerospace Defense Command (NORAD), as well as the United States Northern Command, headquartered at Peterson Air Force Base, Colorado, in early August 2011. He assumed command from Admiral James Alexander "Sandy" Winnefeld, Jr.

On Aug. 15, NORAD welcomed Canadian Lieutenant-General Tom Lawson as deputy commander of NORAD. He took over the position from Lieutenant-General Marcel Duval. The deputy commander's position is always held by a Canadian.

Assistant Chief of the Air Staff

Major-General Yvan Blondin assumed the position of Assistant Chief of the Air Staff in Ottawa this summer, replacing LGen Lawson.

1 Canadian Air Division

MGen Alain Parent assumed command of 1 Canadian Air Division and the Canadian NORAD Region from MGen Blondin on July 13 in Winnipeg, Man.

2 Canadian Air Division

Brigadier-General Martin Galvin took command of 2 Canadian Air Division/Air Force Doctrine and Training Division, located in Winnipeg, Man., from BGen Rick Pitre on July 12. 🇨🇦



LGen Tom Lawson (left), incoming NORAD deputy commander, LGen Marcel Duval (centre), outgoing deputy commander, and Gen Charles Jacoby sign documents marking the deputy commander's change of office.

AVIATION EXCELLENCE

The Air Force Association of Canada (AFAC), a national not-for-profit aerospace organization, recognized excellence in Canadian military and civilian aviation at its annual awards ceremony, held in Quebec City, Que., on Oct. 15.



Far left: Capt George Coté (centre) accepts the award for Air Person of the Year from Brian Darling, AFAC President (left), and MGen Yvan Blondin, Assistant Chief of the Air Staff.

Left: Sgt Joanne Lewis (centre) receives the award for Air Reservist of the Year from MGen Blondin (left) and Mr. Darling.

Air Person of the Year

Captain George Coté, 15 Wing Moose Jaw, Sask.

Captain George Coté of 3 Canadian Forces Flying Training School, 15 Wing Moose Jaw, Sask., received the Air Marshal C. Roy Slemon Award for Air Person of the Year.

His citation reads:

"Capt Coté is nominated as a result of demonstrating his outstanding initiative throughout the past year.

"While working closely with the contracted operations team at the Canada Wings Aviation Training Centre, Capt Coté has made a direct and significant contribution to optimization of the 3 CFFTS pilot training programs.

"His assistance in the development of software based tracking mechanisms enabled supervisory staff and the operations team to directly see training inefficiencies and resource planning issues for all three phases of the training operation."

Air Reservist of the Year

Sergeant Joanne Lewis, 14 Wing Greenwood, N.S.

The F/L Duncan Marshall Grant Award for the Air Reservist of the Year went to Sergeant Joanne Lewis, 14 Air Maintenance Squadron, 14 Wing Greenwood, N.S.

Her citation reads:

"Sergeant Lewis is employed as the 14 Air Maintenance Squadron Chief Warrant Officer administration assistant, a role she has fulfilled phenomenally. Her work ethic, dedication and professionalism are unmatched as demonstrated by receipt of two commanding officer commendations for her outstanding support and devotion ensuring numerous events were conducted flawlessly.

"Sgt Lewis's commitment to the squadron, wing and community is admirable. She is always first to volunteer for committee positions and to help organize squadron events. She is also an avid supporter of the community, actively involved in her church as an integral member of the fund-raising, financial and social committees.

"Sgt Lewis is without a doubt one of the most professional and dedicated members we have in our squadron."

Other winners included:

- **Air Marshal W.A. Bishop VC Memorial Trophy** — Captain Ryan Tyler, 1 Wing Kingston, Ont.
- **Golden Hawks Trophy** — HMCS Toronto Helicopter Air Detachment, 12 Wing Shearwater, N.S.
- **NORAD Trophy** — Chief Warrant Officer Brian Woodford, 1 Wing Kingston, Ont.
- **Pilot Officer Andrew Charles "Andy" Mynarski, VC, Memorial Trophy** — 424 Search and Rescue Squadron, 8 Wing Trenton, Ont.; 413 Transport and Rescue Squadron, 14 Wing Greenwood, N.S.; 439 Combat Support Squadron, 3 Wing Bagotville, Que.; and the Joint Rescue Coordination Centre, 8 Wing Trenton, Ont.

Congratulations to all of the award recipients! 🇨🇦

To see the citations for all these awards, visit the Air Force Newsroom at www.rcf-arc.forces.gc.ca, and read the article dated Oct. 26, 2011.

With files from AFAC

SPORTS AWARDS

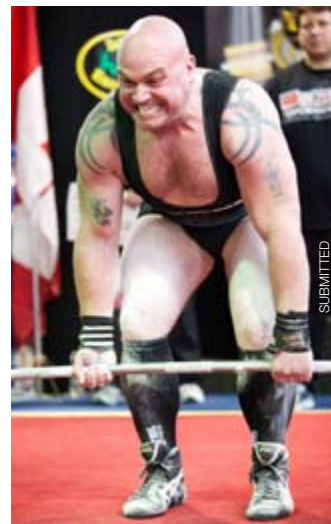
The Canadian Forces Sports Awards program recognizes members of the CF who have excelled in sports and athletics. Several Air Force personnel have distinguished themselves over the past year through their excellence in sports.

CF Sports Hall of Fame inductee

Master Corporal Brian George, an internationally accomplished powerlifter, became the 98th athlete to be inducted into the Canadian Forces Sports Hall of Fame. His induction took place on Nov. 5 during the CF Sports Award Ceremony held in Ottawa.

Over the past seven years, MCpl George, from 12 Air Maintenance Squadron, 12 Wing Shearwater, N.S., has established himself as a world-class powerlifter.

He was a member of Team Canada when he took home a bronze medal for the 2005 Commonwealth Powerlifting Championships held in Wansbeck, Great Britain, and was also a member of the 2007 Canadian World team that competed in Soelden, Austria.



MCpl Brian George, champion powerlifter.

In December he represented Canada at the 2011 Commonwealth Powerlifting Championships in Scotland. He is also a three-time second place winner in the Strongman and Highland Games competition in Newfoundland and Labrador.

MCpl George currently lifts a staggering amount of weight, including a maximum bench press of 485 pounds (220 kilograms), a squat of 685 lbs (310 kg), and a dead lift of more than 685 lbs (310 kg).

NEWEST HONORARY COLONELS

The following people have recently been appointed as Air Force honorary colonels by the Minister of National Defence.

- **Dean Bergeron**, 11-time medal winner as a Paralympic Athlete — 12 Radar Squadron, 3 Wing Bagotville, Que.
- **Jim Killin**, Vice President, Mark's Work Wearhouse — 425 Tactical Fighter Squadron, 3 Wing Bagotville, Que.
- **Pierre Lavoie**, motivational lecturer and campaign organizer for *Le Grand Défi*, a cycling challenge he created to raise money for research into hereditary illnesses, which has raised more than half a million dollars — 3 Air Maintenance Squadron, 3 Wing Bagotville, Que.
- **Barb Stegemann**, owner and CEO of The 7 Virtues Beauty Inc. and The 7 Virtues Communication Group — 14 Wing Greenwood, N.S. 🇨🇦

Air Force "Athletes of the Year"

- **Male Athlete** — Corporal Martin Poulin, 4 Wing Cold Lake, Alta.
- **Female Athlete** — Captain Audrey Jordan, 4 Wing Cold Lake, Alta.
- **Male Coach** — Sergeant Alain Chalifoux, 14 Wing Greenwood, N.S.
- **Female Coach** — Leading Seaman Nancy Simard, 3 Wing Bagotville, Que.
- **Official** — Corporal Giancarlo Pavone, 8 Wing Trenton, Ont.
- **Collective Sport Team-Volleyball** — 4 Wing Cold Lake, Alta.
- **Individual Sport Team-Cycling** — 3 Wing Bagotville, Que.

Sgt Chalifoux was named CF Male Coach of the Year-multi-sports and Cpl Pavone was named CF Official of the Year-soccer at the CF Sports Awards Ceremony. 🇨🇦

BARKER MEMORIAL



Alec (left) and David Mackenzie discuss the monument honouring their grandfather's memory.

Nearly 1,000 military and civilian spectators, VIPs, veterans and school children gathered in Toronto in September to honour the “deadliest air fighter that ever lived”, Wing Commander William George Barker, VC, DSO, MC.

With W/C Barker's grandsons, great-grandsons and other surviving relatives, the crowd applauded the dedication of a special monument—a bronze, Sopwith biplane propeller blade set on a granite base—at the steps of the Mount Pleasant Cemetery Mausoleum.

“I know I speak for the entire Canadian Forces when I say that we are proud to participate in this ceremony to recognize the most highly decorated war hero in the history of Canada, the British Empire and the Commonwealth of Nations, W/C William Barker,” said Lieutenant-General André Deschamps, Commander of the Royal Canadian Air Force.

W/C Barker was awarded the Victoria Cross, the Distinguished Service Order and two Bars, the Military Cross and two Bars, the French *Croix de Guerre*, and two Italian Silver Medals for Military Valour. He was also mentioned in dispatches three times.

After the war, he served as the first Acting Director of the RCAF, co-founded (with fellow ace Billy Bishop) Canada's first commercial airline, and the Canadian International Air Show at Toronto's CNE.

When he died tragically in an aircraft crash in Ottawa in 1930, he was only 35 years old. He was interred in his wife's family crypt in the Mausoleum, which bears the name Smith. John Wright, Honorary Lieutenant-Colonel of the Ontario Regiment, spent two years organizing the memorial to ensure W/C Barker will be commemorated for all time. 🇨🇦

BUZZ BEURLING COMMEMORATED

The Canadian Warplane Heritage Museum in Hamilton, Ont., unveiled a life-size statue honouring Second World War fighter pilot Flying Officer George Frederick ‘Buzz’ Beurling on Sept 1.

F/O Beurling, DSO, DFC, DFM and Bar (RCAF), scored more than 33 victories in his four years with the Royal Air Force and Royal Canadian Air Force, most of which were accomplished during a five-and-a-half month tour in Malta.

“He was one of a kind, a loner and a person who had full confidence in what he was doing,” says Bob Middlemiss, Honorary Colonel of 427 Special Operations Squadron, located at CFB Petawawa, Ont., who flew Spitfires with F/O Beurling in Malta.

Buzz Beurling (right) and Bob Middlemiss sign war bonds, with a face value \$5.00, during the Second World War.

“He had unbelievable eyesight. He could see further than anyone, I believe, in the RCAF, a superb marksman again being able to hit enemy aircraft from great angles... [He was] an excellent pilot with great confidence and knew that his job was to shoot down the enemy.

“I always considered him as the ‘Billy Bishop’ of the Second World War.”

F/O Beurling died in Rome in 1948 after the Norseman aircraft he was piloting caught fire and crashed.



He had been en route to Israel, where he is now buried.

“Of course I have always felt that our great country and government have not honoured this great airman and am pleased that at least a statue has been dedicated in Hamilton after these many years,” said HCol Middlemiss. 🇨🇦

REMEMBERING 'THE FEW'

Sunday, Sept. 18, 2011, marked the 71st anniversary of the Battle of Britain. Second World War veterans, air cadets, members of the Royal Canadian Air Force and the public attended ceremonies across Canada to commemorate the sacrifices made by those who helped ensure a world of peace and freedom.

Al Smith, a member of 410 Wing of the Air Force Association of Canada, watches the skies as vintage aircraft fly past during the 2011 Battle of Britain parade in Ottawa.



CPL ANTHONY LAVIOLETTE

The Battle of Britain, the first major campaign conducted entirely in the air, took place in the skies over southeastern Britain and the English Channel from July to October 1940. Vastly outnumbered by the German *Luftwaffe*, allied pilots and aircrews, including more than 100 Canadian pilots, held the enemy at bay and prevented Hitler's planned invasion of Great Britain. Twenty-three Canadians paid the ultimate price.

This year's ceremony was particularly special for the RCAF.

"Reinstating our royal designation and—officially—the name Air Force... is [also] an important way of reconnecting our serving men and women with Canada's proud heritage," said Lieutenant-General André Deschamps, commander of the RCAF. "For the first time in 40 years, we are commemorating the Battle of Britain as members of the Royal Canadian Air Force." 🇨🇦

READ MORE ON THE ROYAL CANADIAN AIR FORCE WEBSITE!

Be sure to visit www.rcaf-arc.forces.gc.ca to stay up-to-date on events in the Royal Canadian Air Force. Or follow us on Facebook at www.facebook.com/rcaf1924.

Each weekday new stories are posted on the sites, featuring the men and women of the RCAF working on behalf of all Canadians.



AIRFIELD NAMED AFTER D-DAY PILOT

As a member of 412 Transport Squadron, now part of 8 Wing Trenton, Ont., Flight Lieutenant (ret'd) Barry Needham flew with some of the most celebrated wartime aviators in history, including Charley Fox (known for strafing the staff car of Field Marshal Erwin Rommel from his Spitfire) and John Gillespie Magee, Jr., author of the celebrated poem "High Flight".

F/L Needham's hometown of Wynyard, Sask., honoured the 90-year-old veteran in September by naming its unmanned airfield the "W. B. Needham Field".

The ceremony included tributes from the commander of the Royal Canadian Air Force, Lieutenant-General André Deschamps; the commanding officer of 412 Squadron, Lieutenant-Colonel Eric Philippouci; and Major Chris Strawson, chief multi-engine instructor at 3 Canadian Forces Flying Training School, Portage-La-Prairie, Man.

F/L Needham flew four sorties over the beaches of Normandy, France, on D-Day during the Second World War. He was shot down and taken prisoner by the Germans. Fortunately, after only 34 days, the American Army liberated the entire area and he was freed.

Maj Strawson and F/L Needham met during the 60th anniversary commemoration of D-Day in France in June 2004 and flew together over Normandy during the celebrations.

During his speech, Maj Strawson described F/L Needham as a man of "integrity, fortitude and resilience".

"Pilots like Barry provided hope," he said. "They sacrificed. They liberated Europe. They freed small towns like Wynyard with airfields like the Barry Needham Field."

F/L Needham said it was "the greatest day of my entire life, absolutely. I am on cloud nine". 🇨🇦

Barry Needham and his 'wingmen' from 2 CFFTS, 3 CFFTS and 412 (T) Sqn in front of a Harvard II aircraft from 15 Wing Moose Jaw, Sask., at W.B. Needham Field.



F/L (ret'd) Barry Needham with (from left) Capt Andrew Wetmore, Capt Jeff Andrews and Maj Chris Strawson.

"BIRCH" ENSHRINED ON WALL OF HONOUR



A plaque honouring Royal Canadian Air Force icon, Air Commodore Len Birchall, was recently placed on the Royal Canadian Military College Wall of Honour in Kingston, Ont. The RMC Class of 1963 created the Wall to recognize ex-cadets of RMC, the former Royal Roads Military College, Victoria, B.C., and Le Collège militaire royal, St.-Jean, Que., for outstanding achievements and contributions to Canada. Known as the "Saviour of Ceylon", A/C Birchall is best known for having warned Ceylon, where the British Navy's Eastern Fleet was based, of a planned Japanese attack after he spotted a Japanese fleet steaming towards the island. The plaque reads "Air Commodore Leonard Joseph Birchall, Aviator, Savior of Ceylon, Protector of POWs, University Administrator, Humanitarian". 🇨🇦





F/L Alfie Hall (right) and Maj Jason Furlong (left), who collaborated for months on the RCAF memorial project, shake hands after the unveiling.

FIRST RCAF MONUMENT IN UK DEDICATED

When Flight Lieutenant Alfie Hall visited the National Memorial Arboretum in Staffordshire, England, in May 2010, he discovered there was no monument honouring the Royal Canadian Air Force in the Arboretum—the United Kingdom's centre of remembrance. Worse still, there was no such monument anywhere in the U.K.

F/L Hall is from 609 West Riding Squadron, Royal Auxiliary Air Force, a British squadron in which 21 Canadians served during the Second World War. He rallied a team to correct the omission and began to raise money.

On July 8, 2011, a stunning monument honouring the RCAF was unveiled. It was created out of granite quarried near Sturgeon Falls, Ont., and donated by LaFarge Canada. 426 Transport Training Squadron, 8 Wing Trenton, Ont., carried the granite to England onboard a CC-130 Hercules during a training flight.

"It was a wonderful occasion for our two great nations to come together to celebrate our past, commend the cooperative work of today, and look forward to a bright future together," said Major Jason Furlong, an RCAF officer posted to the U.K., who was also a driving force in developing the monument.



The Winnipeg Jets unveiled their new team jerseys on 17 Wing Winnipeg's flightline in September. In a swirl of smoke and blue lights, Jets players Mark Stuart, Andrew Ladd, Eric Fehr and Nik Antropov walked down the ramp of a CC-130 Hercules belonging to 435 Transport and Rescue Squadron, flanked by 17 Wing personnel. The Jets' stylized logo incorporates a generic fighter aircraft overlaid on a Royal Canadian Air Force roundel. For using the roundel in their logo, the team has promised \$1 million over the next 10 years to the Soldier On Fund, the Military Families Fund, and Air Force Heritage. 🇨🇦

On the Cover

Pte Sean Rogowsky, an airborne electronics sensor operator from 14 Wing Greenwood, N.S., who flew aboard a CP-140 Aurora (background) during Op Mobile, is greeted by his daughter as he arrives home.

CPL PAMELA EVANS



At the centre, a monolith of red and white granite represents the Canadian flag. Surrounding it are 13 markers representing the provinces and territories. It is topped by a maple leaf and stands upon a granite maple leaf with a matching granite ring surrounding it; from above this shows Canada's modern Air Force roundel. The words of the "High Flight", written by RCAF pilot F/L John Gillespie Magee, Jr., are also inscribed on the monument. 🇨🇦