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AIR FORCE Crew Brief

From the Chief of the Air Staff

A time of renewal and revitalization

INSIDE...

Transformation



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Cpl Jonathan Barrette

LGen Angus Watt visited 12 Wing Shearwater, N.S. in January. During his visit, he toured a CH-124 Sea King in the company of Capt John McInnis. Capt McInnis is the aircraft repair officer at 12 Air Maintenance Squadron, responsible for conducting periodic inspections of the CH-124 fleet at 12 Wing.

In my travels, visiting Wings, attending meetings and conferences, I meet and speak with the thousands of people – military and civilian – who are dedicated to fulfilling the Air Force mission. These people are our strength; no matter how powerful the air platforms we fly, without the right people flying them, maintaining them, developing policies, programs and visions, even keeping paperwork up to date – the platforms would simply be huge, expensive pieces of machinery sitting idle on the tarmac.

My goal of visiting every Wing in my first year as Chief of the Air Staff is nearing completion, and I expect to have visited all before summer begins. Recently, I went to 19 Wing Comox, B.C., as well as the Canadian Contingent at the NATO Airborne Early Warning Force (CC-NAEWF) in Geilenkirchen,

Germany, and met many fine Air Force men and women in those locations. While there, I briefed our personnel on developments in acquisition programs, upcoming changes to Air Force occupations and the future of using simulators for improving training efficiencies.

As I also indicated to our people in Geilenkirchen, and Wings across the country, we are moving ahead with new programs, new projects and grappling with the ongoing challenges that any large organization faces.

I was pleased to note that the Government budget, released in February of this year, included the pledge of “funding stability and predictability that will allow for the successful implementation of the Canada First Defence Strategy.”

continued on page 2... ►





Cpl Jeremy Thornhill and LGen Watt discuss on some of the unique maintenance issues on the E-3A AWACS aircraft at CC-NAEWF in Geilenkirchen.

In the budget, the Government indicated it will raise "the automatic annual increase on defence spending to 2 per cent (from the current 1.5 per cent) beginning in 2011-12. Over the next 20 years, this is expected to provide the Canadian Forces with an additional \$12 billion."

This is welcome news as it provides for stable funding with increased annual growth that will allow us to continue to modernize and build the Canadian Forces – and Air Force – of the future.

As part of our ongoing modernization and transformation, we have now taken delivery of the last two of our four CC-177 Globemaster IIIs. In this issue of *Crew Brief* we'll tell you about some of the work that the Globemaster has undertaken since we took delivery of the first aircraft last summer. For instance, by late winter the aircraft had undertaken 12 missions to Afghanistan and was supporting the Relief in Place – the twice-yearly rotation of 5,000 troops in and out of Afghanistan. Clearly our work to secure training for the initial crews before the arrival of this aircraft – thanks to the wonderful support of the United States Air Force – has paid

enormous dividends. The aircraft was able to "hit the ground running" and make a difference immediately upon delivery to Canada. This exciting new capability truly is transformation in action.

We are also continuing to move ahead with acquiring the Cyclone, the replacement for the venerable Sea King maritime patrol helicopter.

Acquisition of helicopters is a long, complex process. We are spending taxpayers' money to buy helicopters for the next 30 years so we are working hard to get it right from the very start. Sometimes that takes a little extra time.

I am confident that the CH-148 Cyclone helicopter represents a world-class capability. Earlier this year, Sikorsky Aircraft Corporation indicated that there may be delays in the planned delivery schedules for the 28 Cyclones. We are working with Sikorsky to minimize the impact of the delay and to arrange for delivery as soon as possible. In the meantime, the Sea King helicopters will be sustained until the new maritime helicopter fleet is fully operational.



A CH-149 Cormorant from 103 Search and Rescue Squadron, 9 Wing Gander, Nfld and Lab.

We continue to move ahead with preparations for the Cyclone, including the necessary new infrastructure to support it. I sense that, despite the possible delays, our people at 12 Wing Shearwater, N.S. continue to be motivated and enthusiastic about their future. They definitely know that they are moving forward.

In March, the Government issued a Request for Proposal (RFP) to the Boeing Company to acquire 16 medium-to-heavy lift helicopters (MHLH). The Government expects to award the contract this fall. You can read more about this good news for the Air Force on page 9.

With regard to another helicopter – the CH-149 Cormorant – we know that this is a wonderful aircraft and a world-class search and rescue platform. It represents the best of current helicopter technology and we are very happy with its performance in the air. It has saved countless lives, and will save countless more. There have indeed been challenges with regard to their serviceability – in other words, how many are working on a particular day. Temporarily operating from three instead of four Wings has allowed us to compensate for some of the serviceability issues, which have largely been driven by the availability of parts.

Canada is not alone in facing this challenge. We have been working with the supplier, AgustaWestland Ltd., to improve the situation and they have put together a plan of action. I am optimistic that we will see improvements in the availability of Cormorants shortly. In the meantime, the aircraft are doing the job, the crews are extremely competent and proficient, and we continue to save lives with the Cormorant.



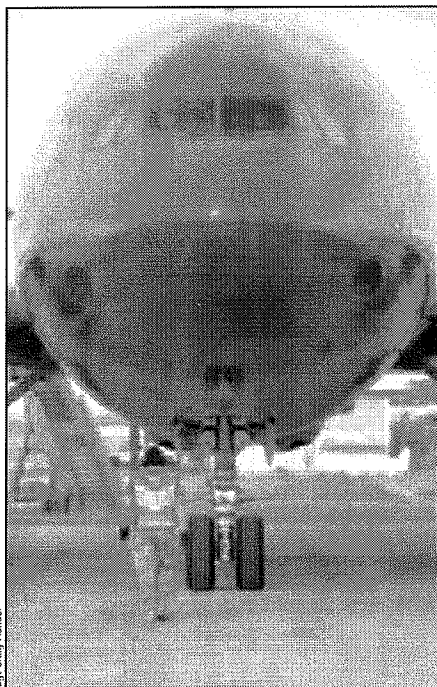
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Abroad, the Air Force continues to make a significant contribution to the campaign against terrorism. Certainly, the largest burden of the difficult mission in Afghanistan falls on the Army, but



The CC-150 Polaris Airbus begins shutting down and preparing to disembark passengers and freight at Camp Mirage shortly after arrival.

it is often forgotten that the Air Force has a significant presence in the mission, with an average of at least 300 people in the region during each rotation. We run the main support base in the region, where the resupply and transport needs of the Afghan mission are orchestrated around the clock, often under challenging circumstances.

Air Force personnel operate the CU-161 Sperwer tactical unmanned aerial vehicle (TUAV) with our Army colleagues to provide intelligence, surveillance and reconnaissance information to commanders on the ground, thus minimizing the risk to Canadian soldiers. We also have a CC-130 Hercules at Kandahar Airfield (KAF) providing 75 hours of airlift a month to the International Security Assistance Force. While that might not sound like much, this aircraft makes a huge difference. We have the best-trained crews: capable professionals who are

flexible, operationally oriented, can-do folks. As I like to say, "small can be big" in terms of the Hercules' impact.

Air Force personnel can also be found throughout Afghanistan in various capacities: ensuring day-to-day operations of KAF, as members of the Canadian Strategic Advisory Team in Kabul, working with the Joint Task Force in Kandahar, inside and outside the wire in forward-operating bases, and providing air advice and enablers to ground commanders throughout the theatre.

For these reasons, members of the Air Force and I are intensely interested in the *Independent Panel Report on Afghanistan* – the "Manley Report". The report represents an inclusive and broad examination of the factors in the Afghanistan mission.

In March, Parliament voted to accept the broad recommendations put forward by the panel, including extending the mission to 2011. This is predicated on certain conditions such as additional NATO troops and securing medium lift helicopters and unmanned aerial vehicles.

We in the Air Force are working hard to provide options to the Government to satisfy those conditions as quickly as possible.

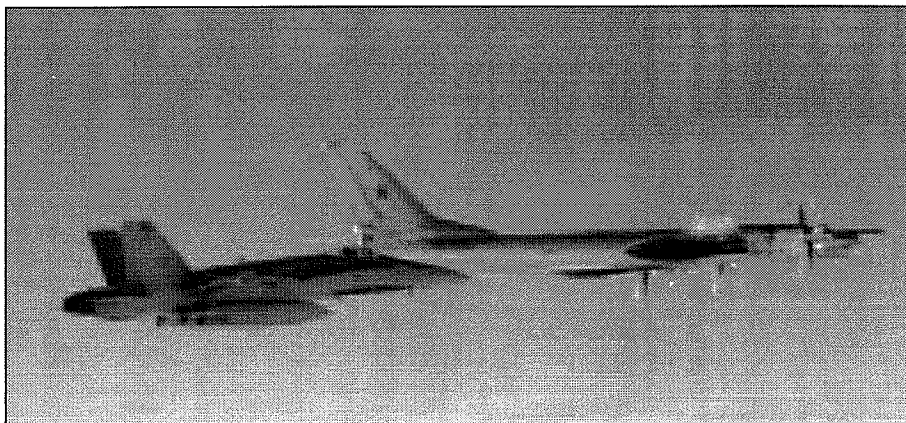
As well as looking forward to our future, we are celebrating our history this year, and the knowledge that we come from a long tradition of vigorous aviation activity.

On May 12, NORAD – the North American Aerospace Defense Command – celebrates 50 years since the signing of the NORAD agreement by the Governments of Canada and the United States. The agreement acknowledged our two countries' mutual commitment to defending our citizens from air attacks.

This longstanding, successful relationship has evolved over the years and remains as relevant today in our post 9/11 era as it was half a century ago during the Cold War. It is a powerful symbol of two nations working together to defend the citizens of both countries from those who would challenge our sovereignty.

As well, on April 1 we celebrated the 84th birthday of the Royal Canadian Air Force and Canada's modern Air Force. Next year, we will celebrate the 100th anniversary of powered flight in Canada. Planning for the 100th anniversary, which will be commemorated in concert with civilian aviation agencies, is well underway.

As we continue to look to the future of the Air Force and our place in the modern Canadian Forces and upon the world stage, it is important to remember the brave men and women who served in the Air Force before us, and to continue to honour the work that the currently serving Air Force personnel carry out on a daily basis on behalf of Canada and Canadians. I am proud and honoured to be their commander.



A CF-18 Hornet from 4 Wing Cold Lake flies next to a Russian Tu-95 Bear bomber on Sept. 5, 2007. The Canadian NORAD Region aircraft visually identified and monitored the Russian aircraft as it passed through the North American Air Defence Identification Zone (ADIZ) in international airspace.

Air Force Speakers Bureau up and running

The Air Force's Speakers Bureau was launched recently to help tell the Air Force story.

The Speakers Bureau is a new Chief of the Air Staff priority that will help Air Force members connect with Canadians and tell them about the work that the Air Force carries out on a daily basis to protect Canadian sovereignty and Canadian values.

More than 180 Air Force personnel across the country have already signed on with the Speakers Bureau, creating a growing network of engaging speakers who range from privates to honorary colonels to generals – whether serving or retired.

The Bureau represents a broad range of experts in a variety of fields: people who are willing to share their experiences and compelling stories with the general public eager to hear them. From businesses to community groups, schools to aviation fan clubs, the Air Force is prepared to talk to them all!



Maj Scott Shrubsole, a CF-18 Hornet pilot, engaged in a Q & A at the IMAX theatre in Ottawa after the viewing of *Fighter Pilot: Operation Red Flag*. Maj Shrubsole is one of the speakers in the Air Force's new Speakers Bureau.

If you know a venue where the Air Force might be welcomed, please call us toll-free at 1-866-633-8898 or visit our new website by clicking on Speakers Bureau at www.airforce.gc.ca.

New name for vital capability

Airfield engineer officers now have a new name for their occupation that better reflects what they do on a daily basis – construction engineer officers.

Providing crucial engineering support to both home-based and deployed operations, construction engineers supply construction, civil, electrical, and mechanical engineering, and fire and

environmental engineer services in support of Canadian Forces (CF) joint and combined operations as well as Air Force operations. These activities take place across the spectrum of conflict and through the continuum of operations.

Simply put, construction engineers enable CF personnel to live, fly and fight as safely and comfortably as possible.

Although construction engineer officers, who may be Regular or Reserve Force, wear Air Force blue, they serve across the CF at Army, Navy and Air Force bases. Their work includes everything from overseeing damage repair, fire, engineering and fighting to mapping and charting, and the management of multi-million dollar construction projects.

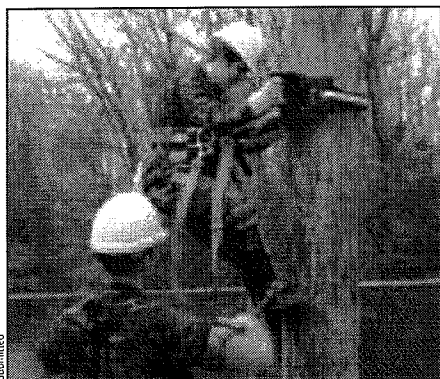
"A career in construction engineering opens doors to employment across the full spectrum of CF operations at home and abroad," said Colonel Raymond Baker, the construction engineer career

advisor. "Most importantly, being a construction engineer officer is about leading teams of top notch non-commissioned members and civilian trades people – engineers, firefighters, and other technical professionals – in unique and challenging situations worldwide."

There are approximately 160 construction engineer officers employed within the CF in Canada and around the world. And applications are currently being accepted to bring the occupation up to its manning level of 200.

Applicants "should have an aptitude for 'sticks and bricks,' i.e., they are mechanically inclined, can use all forms of engineering tools, can visualize the transformation of materials into infrastructure and mechanical works, and don't mind getting dirty!" said Col Baker.

For more about construction engineer officer career opportunities, visit www.forces.ca.



Team work is essential for construction engineers. Maj Kelly Harvey, a construction engineer officer in Ottawa, climbs an electrical pole on a deployment training exercise in Fort Smith, Arkansas.

19 MSS prepares to deploy

19 Wing's Mission Support Squadron (MSS), located in Comox, B.C., is preparing for its first-ever international deployment beginning this June – a six-month rotation to Camp Mirage in Southwest Asia. Nearly 70 personnel are slated to go.


The MSS is one of six of its kind across Canada. Normally staffed by a skeleton crew, the MSS is designed to rapidly pull together its full complement of trained personnel from across the Wing and quickly send them where they're needed. Those personnel include a wide variety of occupations, everything from construction engineers to drivers, mechanics, supply technicians, cooks, resource management clerks and other specialized technical occupations.

Once in place, the MSS becomes part of an Air Expeditionary Wing (AEW), essentially a small mobile Air Force able to function autonomously at an unprepared airfield for long periods. By packaging Air Force support and combat elements into a more effective unit, the AEW concept allows commanders to better direct a rapid and decisive response to any domestic or international contingency.

Major Jean-François Harvey, 19 MSS's commanding officer, said the MSS has already proven itself, with a deployment last year to the Fraser Valley in the face of possible flooding and a comprehensive NATO exercise at 4 Wing Cold Lake. He said that both opportunities demonstrated that "people who train together, deploy



Cpl John Cole (left) fills sandbags to secure tents for the 19 Wing training camp dubbed "Camp Oasis". MCpl Glen McCreary steers the skid.


together and come home together are much more effective and more productive." 

CC-177 delivering around the world

Canada has had its strategic airlift capability for less than a year and already the CC-177 Globemaster III missions are adding up. From Trenton to Afghanistan and several points in between, the CC-177 Globemaster III has five times the strategic airlift capability to move people and supplies than the CC-130 Hercules. As a result, the Air Force has been able to extend its reach around the world and speed up the delivery of equipment and personnel.

Most recently, the CC-177 made "Air Force history", according to Lieutenant-Colonel Colin Keiver of 1 Canadian

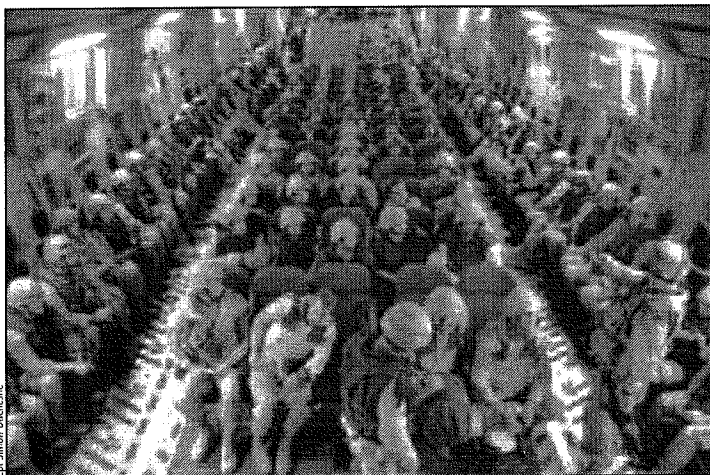
Air Division's air transport section, by participating in the Relief in Place (RiP) to rotate troops in and out of Afghanistan.

Read more about the RiP in "Vignettes from Camp Mirage," page 10. 

CC-177 missions by the numbers*

MISSIONS	15 to Afghanistan (not including Relief in Place) 17 during the Relief in Place 13 across North America 2 to Canadian Forces Station Alert during Operation Boxtop 1 wet lift involving four flights to Inuvik carrying 181,818 kg (400,000 lbs) of jet fuel 1 to Jamaica
TOTAL ESTIMATED WEIGHT	2.13 million kg (4.7 million lbs)
PASSENGERS	Close to 3,000
MAIL DELIVERED	More than 13,210 kg (29,122 lbs)

* Between August 2007 and April 2008 – statistics compiled by 429 Transport Squadron Operations. These numbers do not include local training flights.



Soldiers en route to Kandahar Airfield receive a briefing on board the CC-177 Globemaster III.



EQUIPMENT & CAPABILITIES

New sensors for Griffons

Canadian Forces' CH-146 Griffon helicopters will receive new imaging sensors – along with the necessary controls and displays – under the Interoperable Griffon Reconnaissance Escort Surveillance System (INGRESS) project.

The INGRESS project will procure up to 19 electro-optical/infra-red (EO/IR) sensor systems for installation on the Griffon helicopters as mission kits. These sensor systems will enable crews to conduct reconnaissance and escort missions in direct support of tactical units on deployed operations, and domestic employment tasks.

"The system will give the Griffon helicopter the capability to conduct escort missions to support CF expeditionary




Sp. Donald Clark

A CH-146 Griffon helicopter from 408 Tactical Helicopter Squadron in Edmonton lands during Exercise Cougar Salvo 2006, in Kamloops, B.C. Griffon helicopters will receive new imaging sensors under the INGRESS project.

deployments," said Major Paul Kreller, Project Director for INGRESS. "It will give the crews the mission equipment with the performance characteristics that will enable the Griffon to function more effectively in operational environments."

The INGRESS project will also procure a weapon system for use in the escort role. "The capabilities provided to the Griffon through the INGRESS project do not represent new roles for the helicopter. We are just equipping it with the mission kit that will provide the crews with the tools that will enable them to function more effectively," said Maj Kreller.

Domestically, the INGRESS could be employed to support the national or international events hosted in Canada, such as the 2010 Olympic and Para-Olympic Games, or in assistance to other government departments when responding to natural disasters or emergencies. 

New Hercs – faster, higher, farther

The Government of Canada is investing \$1.4 billion to purchase 17 J-model C-130 Hercules from Lockheed Martin to replace the oldest of the current Hercules fleet.


"The resemblance to our existing planes is only skin deep," said Defence Minister Peter MacKay at the contract announcement. "The new Hercs fly faster, higher and farther. And they carry heavier loads while burning less fuel. They deliver cutting edge technology to provide the Canadian Forces with a cost-effective, operations-proven tactical airlift capacity."

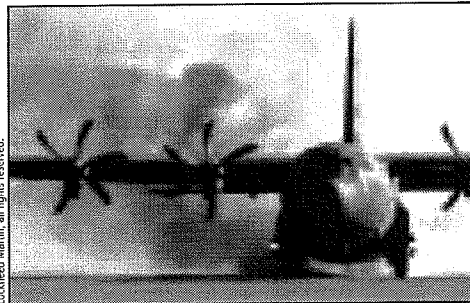
The Royal Canadian Air Force first purchased the CC-130 B-model Hercules in 1960; one was lost in a crash while the others were sold back to the manufacturer, Lockheed Martin, in 1967. Between 1964 and 1968, the Canadian military purchased 24 E-models, of which 19 are

still in service. Then, between 1975 and 1996, Canada purchased 16 H-models, of which 13 are still in service. Currently, the fleet consists of 32 aircraft. Recently, 5 E-model aircraft have been removed from active service leaving an active fleet of 27 aircraft.

Delivery of the first C-130J is expected in 2010. How will the new Hercules compare to the older models?

	Current Hercules	New C-130J
Length	29.79 m	34.37 m
Wingspan	40.41m	40.38 m
Height	11.73 m	11.81 m
Normal cruise speed	519 to 574 km/hr	593 to 602 km/hr
Maximum payload at 2.5 g-force	16,330 kg	21,687 kg
Cargo volume	123.21 cubic metres	170.52 cubic metres
Pallet capacity	6	8
Passenger capacity	92	128
Maximum range at near maximum weight	2,408 km	3,889 km
The C-130J can take off and land on shorter fields at a given weight, and its climb time is reduced by up to 50 per cent.		

To learn more about the C-130J, visit www.C-130J.ca. 



The new J-model C-130 Hercules will "fly faster, higher and farther" than the older E- and H-model Hercules.

Lockheed Martin, all rights reserved.



Surveillance camera on loan for Aurora


The Applanix Digital Sensor System is a high-resolution mapping camera that will be installed on an Aurora aircraft at 14 Wing Greenwood, N.S. The camera will be on loan from another Canadian Forces agency to prove the fitment, develop tactics and procedures, and to conduct flight trials. Once this work is completed, this high definition surveillance capability will then be available for future operations, either domestically or abroad.

"The camera could be used to support troops overseas and take high resolution images of terrain," said Major Steve Chouinard, who is involved in the project.

"To be able to see what's going on from above in high resolution is extremely helpful."

The camera could also come in handy during Canadian crises.

"It would be beneficial to have the camera in the case of a flood or ice storm in Canada. To be able to see what's going on from above in high resolution is extremely helpful," said Maj Chouinard.

While the Canadian Forces use surveillance cameras both in theatre and at home on a regular basis, the Applanix camera brings a new standard of high resolution and will allow the Air Force to better support other Canadian Forces organizations in their work as well. 



A CP-140 Aurora takes off for a mission during Exercise Maple Flag 40. An Applanix Digital Sensor System will be installed on an Aurora aircraft at 14 Wing Greenwood, N.S.

Needed: AVN and AVS technicians


In the midst of a fundamental transformation, Canada's Air Force is clearly becoming a more expeditionary force. That said, trained and motivated personnel for the Air Force's Air Maintenance Technician Team, will be critical. This team includes aviation systems (AVN) technicians, avionics systems (AVS) technicians, aircraft structures (ACS) technicians, and non-destructive testing (NDT) technicians. It will be critical to get technicians not only to fill existing roles but also to fill new ones that come with new aircraft fleets. There is specifically a high need for AVN and AVS techs.



Cpl Cheri Wergeland, an aviation systems technician, carries out a before flight check on a CF-18 Hornet before it takes off for an Exercise Maple Flag mission.

The AVN and AVS techs in the Air Force are on the leading edge of aviation technology – they are world-class. But without a sufficient number of these technicians, the Air Force will suffer. Recruiting and retaining them has therefore become a top priority for the Air Force.

An attractive program that is showing success in recruiting AVN and AVS techs is the Non-Commissioned Member Subsidized Education Plan (NCM-SEP). This plan allows accepted candidates to receive a salary while going through a community college program to become an AVN or AVS tech. The program fully subsidizes tuition, books and academic equipment. These students are also guaranteed a well-paying summer job during the academic period and gain valuable work experience. The best part is, once they are finished their studies, these students are guaranteed a job as an AVN or AVS tech with the Air Force.

For more about these jobs and the NCM-SEP, visit the recruiting site at www.forces.ca. 



UAV update

When the Canadian Forces (CF) brought the CU-161 Sperwer Tactical Unmanned Aerial Vehicle (UAV) into service in October 2003, it entered a leadership position in the operational deployment of these rapidly developing systems.

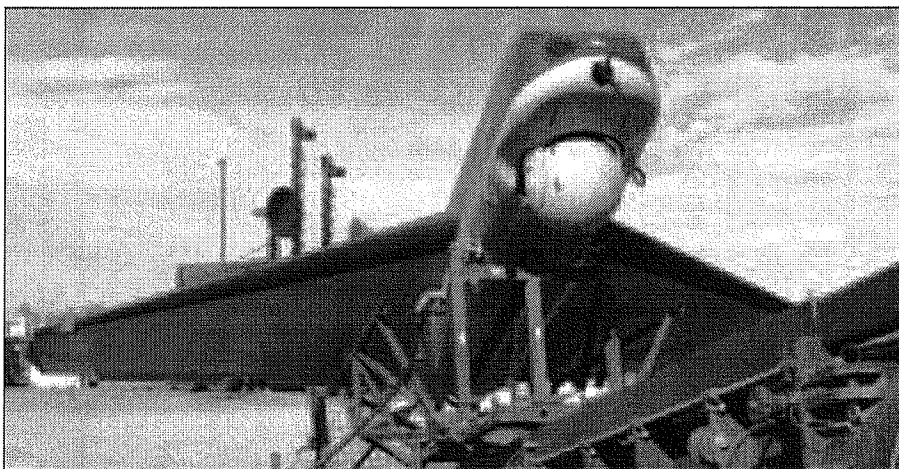
Having provided a useful intelligence, surveillance and reconnaissance (ISR) capability to the CF in Afghanistan, the era of the CU-161 is, however, now drawing to a close.

Since Canada and the CF recognize the critical importance of UAV-based ISR, there is a new pursuit for a number of UAV acquisitions. Given the importance of this capability, the nature of Canadian operations in Kandahar, and the expectation of a permanent, robust ISR solution in the future, the CF acquisition project known as Noctua intends to lease an interim UAV system to provide ISR capabilities to support Canadian troops in Afghanistan. This capability is being pursued on a highly aggressive schedule.

The CF also continues to develop a long-term solution for ISR via the Joint UAV Surveillance Target Acquisition System (JUSTAS) project, which will deliver initial operational capability in 2012.

Project Noctua is intended to provide an interim capability as a leased, off-the-shelf, turnkey UAV system that will be operated by CF personnel and maintained by contractors until this time. The Noctua contract will be for two years of deployed operations with options to extend for up to 12 months.

In support of deployed operations and domestic collective training, Project Noctua is anticipated to deliver a UAV system capable of taking off and landing without having a negative impact on the operations of its base. This system will include air vehicles capable of remaining on-station for a minimum of 12 hours, at a point at least 100 km away. It also will collect and transmit




A CU-161 Sperwer unmanned aerial vehicle at Kandahar Airfield, Afghanistan. The era of the CU-161 is drawing to a close and the CF acquisition project known as Noctua intends to lease an interim UAV system to provide ISR capabilities to support Canadian troops in Afghanistan.

Sgt. Candice Moresette

gyro-stabilized, colour electro-optical and infrared full motion imagery and be capable of broadcasting full motion and still imagery to remote video terminals in support of commanders and troops on the ground.

Providing this type of persistent, "eye-in-the-sky" capability has proven its value countless times in Afghanistan, both with the CF and also with other allied nations.

The value of UAV-based ISR has been demonstrated, along with many other important lessons, through the CF experience with the CU-161 Sperwer. This experience is helping ensure that Project Noctua, and the other CF UAV acquisition efforts, deliver systems that provide continued, persistent, timely ISR data to the commanders who need it. 

Laser eye surgery approved

Aircrew – including pilots – will now be permitted to undergo certain types of Laser Refractive Surgery (LRS). In the past, pilot applicants who had undergone corrective LRS were not eligible for entry into aircrew occupations and serving pilots were not able to undergo LRS.

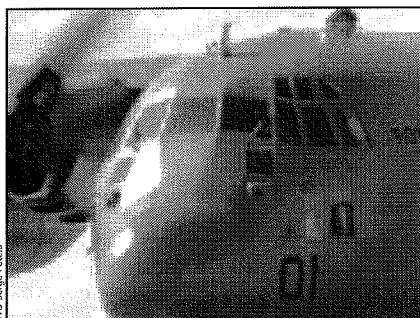
The policy change resulted from an in-depth study and review of LRS procedures – advances in technology, outcomes of research and community standards of practice are among the reasons for the policy change.

"[LRS] is an effective procedure that will make it possible for many talented individuals, who would otherwise not have met the aircrew visual standard, to pursue an exciting career operating Canadian Forces aircraft," said medical advisor to the Chief of Air Staff, Captain (Navy) Cyd Courchesne.

Serving members and applicants who have undergone LRS must meet standard aircrew vision requirements before flying in CF aircraft and their vision will be monitored throughout their flying career. Only specific types of LRS that have successful track records are permitted. The decision to undergo LRS and the cost of the procedure, at this time, rests with the individual.



Maple Flag 41 just around the corner



A C-130 Hercules from the Royal New Zealand Air Force returns from a mission during last year's Exercise Maple Flag XL (MF 40).

Exercise Maple Flag 41 (MF 41) is a four-week international air combat exercise, hosted by 4 Wing Cold Lake, Alta. It is sponsored by 1 Canadian Air Division Headquarters in Winnipeg, and air forces from both NATO and allied nations will attend.

Scheduled for May 5 to 30, 2008,

MF 41 will see participation by approximately 3,000 land and/or air force personnel from Canada, France, Germany, NATO AWACS (Geilenkirchen), the Netherlands, New Zealand, Singapore and the United States.

"Canadians, our NATO allies and select non-NATO coalition partners all benefit from Maple Flag," said Captain John O'Neil, exercise director, from the Air Force Tactical Training Centre in Cold Lake. "The most challenging part is to learn to fit into a coalition exercise, cooperate, and make the entire mission a success – because each country has a slightly different way of doing things."

MF's main goal is to provide Canadian Forces air and ground personnel with a venue to conduct modern, joint-service, multi-national, air combat operations. This is accomplished through a scripted, 10-day campaign that is carried out over two two-week periods.

"We have the ability to provide near realistic combat experience – we have the airspace, the ground targets and the opposing force structure," said Capt O'Neil.

MF 41 is also a joint training opportunity with Canadian Forces Base Wainwright, Alta, incorporating targeting scenarios that will complement training being conducted concurrently by Canadian and German land elements.

To learn more about MF 41, visit www.airforce.gc.ca/4wing.

Maple Flag 41 "Blue Air" allied forces

The following forces will participate in this year's air combat exercise as "Blue Air". They will provide conventional ground attack, suppression of enemy air defence, tactical re-supply, reconnaissance, air-to-air refuelling, and airborne early warning and control:

- ▶ Canadian Forces
- ▶ German Air Force
- ▶ French Air Force
- ▶ Republic of Singapore Air Force
- ▶ NATO AWACS (Airborne Early Warning and Control Force)
- ▶ Royal Netherlands Air Force
- ▶ Royal New Zealand Air Force
- ▶ United States Navy
- ▶ United States Air Force

Maple Flag 41 "Red Air" opposing forces

The following forces will participate in this year's coalition exercise as "Red Air". They will provide air and ground threats:

- ▶ 64th Aggressor Squadron (AGRS), U.S. Air Force
- ▶ Top Aces

Request for proposal for new helicopters issued

In March, the Government issued a Request for Proposal (RFP) to the Boeing Company to acquire 16 medium-to-heavy lift helicopters (MHLH) for the Canadian Forces (CF). The procurement is not to meet short-term requirements in Afghanistan, which is being done through a separate process, but to re-equip the CF over the longer-term.

"This aircraft will give Canada's military the ability to operate independently in remote and isolated locations and increase their capacity to respond to disasters at

home or abroad in some of the most challenging global environments," said Defence Minister Peter MacKay.

This RFP follows an Advance Contract Award Notice (ACAN) posted on the government's electronic tendering service in July 2006. The ACAN process confirmed that Boeing's CH-47 Chinook was the only aircraft able to meet National Defence's high-level mandatory requirements for the MHLH.

The MHLHs' role will be tactical insertion of troops and equipment into hostile

situations. Domestically, they will support first responders in disaster situations by facilitating the movement of people and supplies when transportation networks are disrupted or access to airfields by fixed-wing aircraft is not possible.

The Government expects to award a contract for the MHLH this fall. Upon successful test and evaluation of this aircraft, the delivery of an operational MHLH will begin with the final aircraft delivered no later than 60 months after a contract is awarded.



Vignettes from Camp Mirage

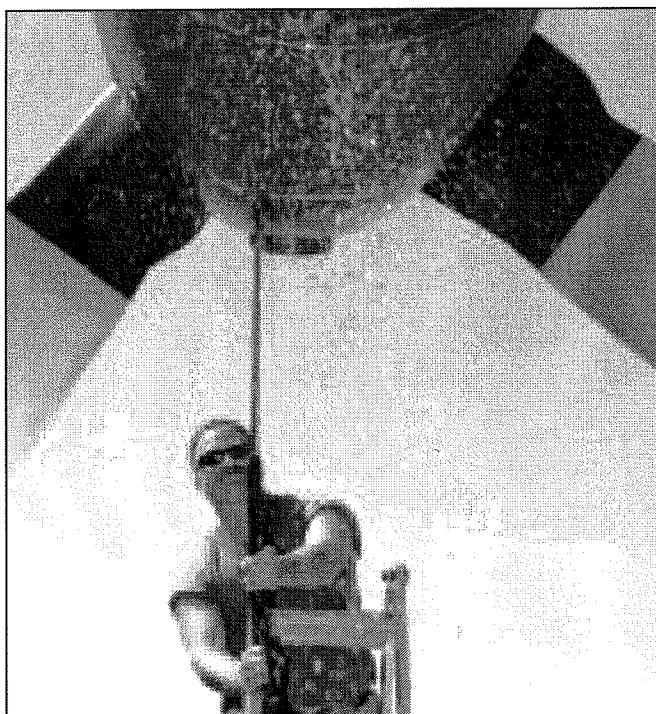
8 Wing Trenton public affairs officer Lieutenant(N) Pierrette LeDrew travelled to Southwest Asia in late 2007 to visit Air Force crews at Camp Mirage, the forward operating location that supports airlift into and out of Afghanistan. She describes some of the day to day aspects of life at Mirage.

Keeping the birds flying

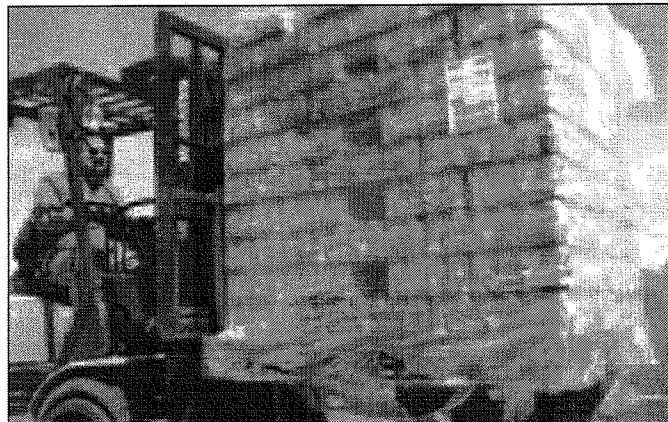
One of the most critical aspects of any military operation is the ability to keep people, equipment and supplies moving to and from the battlefield. In today's global environment, air mobility plays a crucial role in enabling operations.

Camp Mirage in Southwest Asia is the link between Canada and Afghanistan – everything and everyone is processed through there. Captain Eric Bellavance, the aircraft maintenance officer responsible for CC-130 Hercules maintenance activities during the second 2007 rotation at Camp Mirage, knows first-hand the importance of keeping the “birds” running smoothly and safely. He and his staff worked diligently to keep aircraft fit for flight, resulting in a very high serviceability rate.

Corporal Even Jacques, an aviation technician from 8 Air Maintenance Squadron at 8 Wing Trenton has deployed to Camp Mirage eight times since 2004. “It’s starting to feel like home,” he said. “In Kandahar Airfield, you get to see why you are here. There is a lot of satisfaction in getting the aircraft fixed so that [the soldiers] can go home. The biggest reward is the feeling you get that you are doing your part.”



Aircraft technicians must pressure wash the oil cooler of a CC-130 Hercules aircraft as part of daily maintenance around Camp Mirage.



Camp Mirage goes through 630,000 bottles of water every year in the desert environment.

It's hot outside

Canadians are adaptable when it comes to weather. From – 40 C to 40 C, we can pretty much deal with any kind of weather and still function well. For Air Force personnel deployed at Camp Mirage, weather takes on a whole new meaning. Crews work outside in desert temperatures that can soar to nearly 60 C with almost 100 per cent humidity. At that point, physical activity is not just uncomfortable but can be downright dangerous.

According Captain Bill Swales, camp flight surgeon, such excessive and sustained heat can be a significant health hazard, which can lead to heat illnesses of varying degrees. The body loses about 95 per cent of its heat through radiation and evaporation. At 35 C, radiation stops. If humidity reaches 100 per cent, sweat no longer evaporates. Thus, the body loses its ability to release heat, which raises its core temperature. Heatstroke can occur when air temperatures remain at or higher than 39.2 C for three or more consecutive days.

Air traffic technicians with the Mobile Air Movements Section (MAMS), as well as aircraft technicians, are limited to working for only short periods of time, said Capt Bellavance. Regular breaks are essential for anyone working on the flight line and



Capt Bill Swales, flight surgeon with 8 Wing Trenton, Ont. medical services, deployed to Camp Mirage for two months to provide medical services.



OPERATIONS & EXERCISES

they carry out as much of their work as possible at night, when temperatures drop by a few degrees.

Special measures have been implemented to help people cope with the heat, from cooling vests, to shelters near the flight line. Everyone is aware and constantly reminded of the risks and symptoms related to dehydration, heat exhaustion and heat stroke.

Air traffic techs keep things moving

Air traffic technicians deployed at Camp Mirage with the MAMS have developed a reputation over the years as dedicated workers.

Responsible for passenger and freight transfer, the technicians endure physically demanding jobs that include moving large quantities of heavy cargo, sometimes in blazing temperatures. The work also requires detailed coordination, organization and flexibility – it's up to them to keep aircraft at Camp Mirage on schedule.



Traffic technician Cpl Anatalie Melanson drives on the flight line at Camp Mirage after the arrival of a CC-150 Polaris in late winter 2008.

"I am very proud of our team," said Master Warrant Officer Wayne Malashevsky. "When you have a bunch of people like you have here who never complain no matter what, you have a great team that can do the job. People make all the difference."

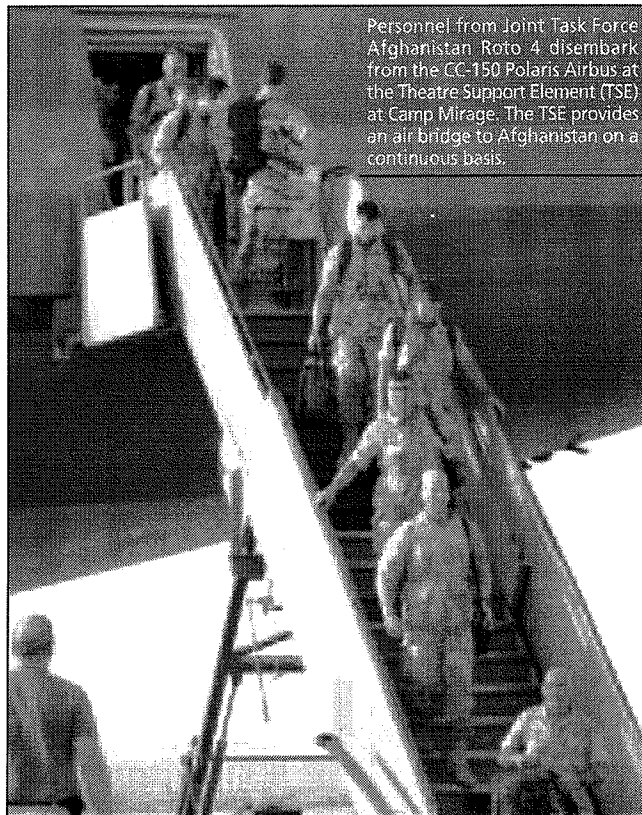
Private Karl Verreault from 2 Air Movements Squadron at 8 Wing Trenton, Ont. said he enjoyed his time at Camp Mirage.

"I feel fortunate to be part of 2 Air Movements Squadron, because there are lots of taskings. I don't have to wait for the next [deployment] to come. I will volunteer to deploy again."

Over a period of six months in late 2007, the traffic techs processed hundreds of aircraft, millions of pounds of passenger luggage and freight, and hundreds of thousands of pounds of mail.

Hello and goodbye

Camp Mirage is the transit point for cargo and personnel travelling between Canada and Afghanistan. The Relief in Place (RiP) is part of Camp Mirage's role: moving soldiers



Personnel from Joint Task Force Afghanistan Roto 4 disembark from the CC-150 Polaris Airbus at the Theatre Support Element (TSE) at Camp Mirage. The TSE provides an air bridge to Afghanistan on a continuous basis.

Sgt Craig Funder

out of theatre and back to Canada at the end of their tour while simultaneously bringing in their replacements. Approximately 2,500 personnel are moved into Afghanistan and another 2,500 are transported out.

Logistically and operationally, a RiP is an enormous undertaking, lasting several weeks and requiring detailed organization and coordination. Troops fly between 8 Wing Trenton, Ont. and Camp Mirage on the CC-150 Polaris, while a second aircraft moves them between Camp Mirage and Kandahar.

Flight schedules need to be precise, and troops are generally on the second aircraft and on their way within a few short hours.

In the past, troops travelled into and out of theatre on a CC-130 Hercules, but during the most recent RiP in February and March 2008 they travelled – for the first time – onboard the new CC-177 Globemaster.

With the use of the CC-177, "we have significantly reduced the demand to utilize the CC-130 to accomplish the Relief in Place," said Lieutenant-Colonel Colin Keiver of 1 Canadian Air Division's air transport section.

The RiP is a joint effort between Joint Task Force-Afghanistan, Canadian Expeditionary Forces Command, Canadian Operational Support Command, 1 Canadian Air Division, 8 Wing Trenton and Theatre Support Element personnel. 3



PEOPLE

Snapshots

Prince of Wales recognizes CF pilot

His Royal Highness the Prince of Wales (left) recently presented Major Paul Gautron (centre) with the Operational Service Medal for Afghanistan for his service there.

Maj Gautron, from 403 Helicopter Operational Training Squadron at CFB Galetown, N.B., has been a Canadian Forces exchange officer with the British Army Air Corps since 2006.

"The medal was for my tour as the Joint Helicopter Force Lynx Detachment Commander," said Maj Gautron. "We were based at Kandahar Air Field but flew most of our missions in Helmand Province supporting the UK Helmand Task Force... Learning a new system [the Lynx Helicopter] while leading a detachment operating in a high threat environment is probably the most challenging thing I have done in my career so far."



British Army Air Corps

Introducing the Air Force



Ten of Manitoba's elected officials participated in "Air Force 101" on Dec. 17, 2007.

The one-day program was organized and hosted by 1 Canadian Air Division/

Canadian NORAD Region Headquarters and 17 Wing in Winnipeg. It was designed to show the major role that Manitoba plays in Canada's Air Force.

The participants toured the Wing, learned about organizational changes, the Wing's contribution to the Manitoba economy, and the possible challenges ahead. They took part in a search and rescue technician demonstration, flew on a CC-130 Hercules, and toured the Southport Aerospace Centre where 3 Canadian Forces Flying Training School conducts pilot training.

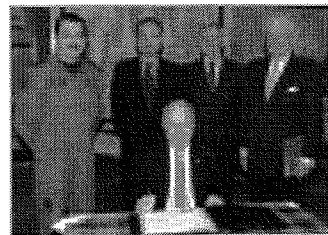
"I think that the facilities at Southport are very impressive – world class," said Steven Fletcher, MP for Charleswood-St. James-Assiniboia in Manitoba. Bonnie Korzeniewski, MLA for St. James, is shown trying out the helicopter flight simulator at Southport.

"I would definitely recommend this program to other elected officials," said Winnipeg City Councillor Lillian Thomas.

CF course for Senators

In September 2007, members from the Senate Committee on National Security and Defence (SCONSAD) visited Calgary and Wainwright, Alta., Moose Jaw, Sask. and Winnipeg, Man. for a fact-finding visit about the Canadian Forces. During the Air Force portion, they visited 15 Wing Moose Jaw, 17 Wing Winnipeg and 1 Canadian Air Division Headquarters where they learned about operations and pilot training. Their Air Force journey also included a tour of the NATO Flight Training Centre, 431 Air Demonstration Squadron (The Snowbirds), 1 Canadian Air Division Operations Centre, Air Navigation School, 435 Transport and Rescue Squadron, and 402 "City of Winnipeg" Squadron.

The Honourable Colin Kenny, Chair of SCONSAD, is shown signing the guest book at 1 Canadian Air Division in Winnipeg. Standing left to right: Major-General Marcel Duval, Commander of 1 Canadian Air Division, Senator Joseph A. Day from New Brunswick, Major-General (Ret'd) Keith McDonald, senior military advisor, and Senator Tommy Banks from Alberta.



Pte Leanne McDonald

Gen Henault steps down this summer

Canadian General Ray Henault will retire in June 2008 after a 40-year career and at the conclusion of a three-year tenure as Chairman of the Military Committee (CMC) at NATO. At a meeting of NATO nations in November, Admiral Giampaolo Di Paola of Italy was elected by a simple majority of NATO Chiefs of Defence as CMC and is expected to assume his tenure upon Gen Henault's retirement.



Sgt Kevin MacQuibbin

New Honorary Colonels

Retired RCMP Chief Superintendent Pat McCloskey was appointed Honorary Colonel of 440 ('Vampires') Transport Squadron, located in Yellowknife, NWT in February 2008. His investiture will take place later this year.

Dr. Lou Dryden, President and CEO of North Island College, with campuses on Vancouver Island, was invested as Honorary Colonel of 19 Wing Comox, B.C. in March.

Mr. Arthur Sherwin was invested as Honorary Colonel of 426 Transport Training Squadron at 8 Wing Trenton, Ont. in April. Mr. Sherwin, a former member of the Royal Air Force, was a prisoner of war at *Stalag Luft III* during the Second World War and was one of the organizers of the famous "Great Escape".

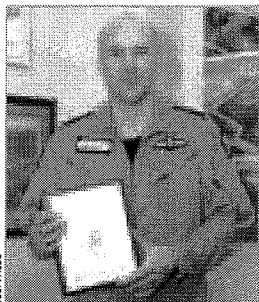
Mr. Fred Laflamme, former publisher of the Kingston *Whig Standard* newspaper, and a leader in charitable causes in Kingston, was appointed as Honorary Colonel of 1 Wing Kingston, Ont. His investiture took place in May.

SAR tech receives *King Clancy Award*

Search and rescue technician Sergeant Andrew McLean joined famous Canadians such as Terry Fox, Walter Gretzky, Rick Hansen and Kurt Browning when he received the *King Clancy Award* from the Canadian Federation for Physically Disabled Persons on Feb. 9, 2008 in Toronto.

The *King Clancy Award* is presented to Canadians who have made significant contributions in assisting disabled citizens to achieve a more rewarding lifestyle. Sgt McLean was honoured for his work as the founder and visionary of the "Soldier On" program to rehabilitate injured Canadian Forces members.

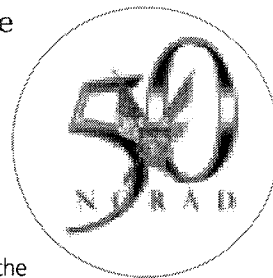
Read the full story in the News Room at www.airforce.gc.ca, dated Feb. 7, 2008.



Joel Wicker

NORAD's 50th logo and website

In the coming months, the North American Aerospace Defence Command (NORAD) will celebrate its 50th anniversary. Most recently, it has unveiled a new logo, reflecting its half century of proud existence.



The new NORAD crest is clearly marked with the NORAD name at the bottom of the logo, and the number '50' in a shining gold tone representing its golden anniversary. The crossed flags of the U.S. and Canada exhibit the powerful bi-national character of NORAD.

NORAD has also created a new website www.norad.mil/50 to coincide with its anniversary celebrations. The website features celebration event information, images of NORAD aircraft, and a glimpse into what the Command does and why. From being the eyes in skies and countering terrorism to obstructing drug trafficking, the site provides history and facts on how NORAD is making North America a safer place to live.

PM recognizes SAR crew

A rescue at sea off the coast of Newfoundland last May earned special recognition for searchers and survivors alike from Prime Minister Stephen Harper during a ceremony in December 2007 at Port De Grave, Nfld.



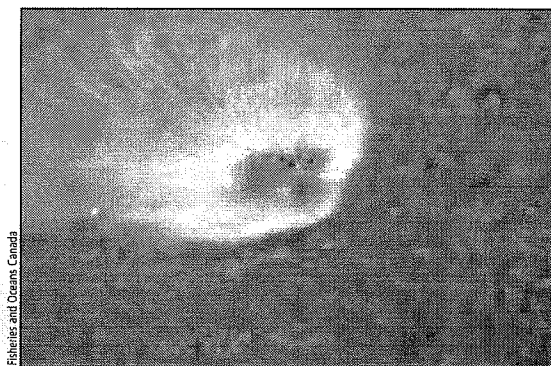
The *Nautical Legacy* on fire off the east coast of Newfoundland, north of St. John's.

After the *Nautical Legacy* caught fire and began to sink, Captain Harold Stokes ordered his crew to abandon ship. He called for help just seconds before he lost communication and the crew, most wearing immersion suits, jumped into the frigid Atlantic waters.

A Fisheries and Oceans Canada surveillance aircraft was the first to find the men. They were followed by a CH-149 Cormorant helicopter from 9 Wing Gander's 103 Search and Rescue Squadron, whose crew hoisted them up into the helicopter.

"Amazingly it took only 18 minutes to get all six into the chopper and on their way to safety," said Prime Minister Harper. "Everyone involved in this harrowing incident applied their training exceptionally well that day."

All six crew members survived the incident and attended the ceremony. To read the complete story about the rescue, visit the News Room at www.airforce.gc.ca, June 1, 2007.



Fisheries and Oceans Canada

A CH-149 Cormorant helicopter arrives to begin hoisting the fishermen from the frigid North Atlantic.



Medals of Bravery

At Rideau Hall, on Feb. 29, 2008, Governor General Michaëlle Jean presented 41 decorations for bravery, including decorations to Air Force search and rescue technicians Sergeant Brian Decaire and Sergeant Darcy St-Laurent, both from Winnipeg, Man.

On April 26, 2005, then-Master Corporal Decaire and Sgt St-Laurent parachuted from a Hercules aircraft during a blizzard to assist a downed aviator stranded west of Boland Lake in the Northwest Territories. In total darkness, they performed a challenging night landing – farther away than projected from the downed helicopter.

In extremely high winds, the rescuers walked for an hour, carrying 50 kilograms of survival gear, to reach the pilot. In worsening weather conditions they waited out the storm until they were extracted by a military helicopter five days later.

To read more, visit www.airforce.gc.ca and click on News Room, Jan. 18, 2008.

The 41 medals of bravery ready to be presented during the ceremony.



MCpl Serge Goulin



MCpl Serge Goulin

Sgt Brian Decaire (left) and Sgt Darcy St-Laurent (centre) with Governor General Michaëlle Jean after receiving their medals.

Air Force senior promotions and appointments

On Feb. 18, 2008, The Honourable Peter Gordon MacKay, Minister of National Defence and Minister of the Atlantic Canada Opportunities Agency, announced senior Canadian Forces promotions and appointments for 2008.

"Canadian Forces soldiers, sailors, airwomen and airmen take many challenges head on and solid leadership is essential for success," said Minister MacKay. "There is no doubt in my mind that these General Officers, with their knowledge and skills, will rise to the challenge ahead of them."

The following Air Force officers were amongst those whose promotions and appointments were announced:

- ▶ BGen André Deschamps will be promoted MGen and appointed Assistant Chief of the Air Staff at National Defence Headquarters (NDHQ), Ottawa, replacing MGen Joseph Hincke.
- ▶ BGen Pierre Forgues will be promoted MGen and appointed NORAD J3 in Colorado Springs, replacing MGen Brett Cairns.

- ▶ BGen Charles Sullivan will be promoted MGen (acting while so employed) and appointed Deputy Commander Air, International Security Assistance Force Headquarters in Afghanistan.
- ▶ Col Perry Matte will be promoted BGen and appointed Director General Capability Development at NDHQ, Ottawa replacing BGen Pierre Forgues.
- ▶ Col David Millar will be promoted BGen and appointed Commander Joint Task Force North in Yellowknife, NT, replacing BGen Chris Whitecross.
- ▶ BGen Chris Whitecross (acting while so employed) will be promoted BGen (substantive) and appointed Deputy Commander and Chief of Operations and Plans, Canadian Operations Support Command in Ottawa, replacing BGen Denis Bouchard.

The following Air Force officers will be retiring this year:

Gen Ray Henault
LGen Marc Dumais
MGen Brett Cairns
BGen Linda Colwell
BGen Stan Johnstone
BGen Paul McCabe