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LOOKOUT

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Pacific Fleet changes hands

Shawn O'Hara, Lookout

Above: With the sun smiling down on the trio, Cmdre Bob Auchterlonie (right) assumed command of Canadian Fleet Pacific from Cmdre Scott Bishop (left) July 3. Commander Maritime Forces Pacific/Joint Task Force Pacific, RAdm Bill Truelove (centre), oversaw the signing of the Change of Command certificate.

Left: RAdm Bill Truelove (left) welcomes Cmdre Auchterlonie to his new position.

Read the full story on page 2.



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Commodore Bishop heads east to command fleet

Shawn O'Hara
Staff Writer

After only a year on the job, Cmdre Scott Bishop, Commander Canadian Fleet Pacific (CANFLTPAC), has passed on the mantle to Cmdre Bob Auchterlonie.

The departure from the job is also a departure from the base, as he is leaving the sunny shores of Victoria to take the post of Commander Canadian Fleet Atlantic (CANFLTANT) at CFB Halifax.

"It's been a great year, but I can't say that it hasn't just ripped by," says Cmdre Bishop. "When you've got such a long list of things that you hope to accomplish time tends to go quicker than you anticipate."

Cmdre Bishop took over as head of the Pacific Fleet from RAdm Peter Ellis in August 2012. Since then,

his appointment has been a steady flow of preparation, planning, and operational readiness.

"This year has been a great year for the Royal Canadian Navy," says Cmdre Bishop. "With the success of the ships that have gone out on deployment, such as HMCS Regina, or HMCS Ottawa's success during Op Caribbe, and HMCS Victoria getting out in the water we have made great strides as a fleet and as a navy."

While he feels great pride for the fleet, what he'll really miss is the men and women of the fleet.

"I'm so proud of the sailors, officers, and civilian DND members that I have had the chance to work with in my time on the West Coast. At the end of the day if it weren't for these people we wouldn't have a navy at all, and they're the people

that deserve the real recognition."

The East Coast job won't be much of a stretch for the Commodore.

"It's basically the same job, just different scenery," he says. "I've learned what it takes to command a fleet, the kind of skills and leadership that a fleet needs in a commander. Once I get to my new office I look forward to working with Cmdre Auchterlonie and RAdm Ellis to make this navy as strong and balanced as I know it can be."

Right: Cmdre Scott Bishop makes his last address as Commander Canadian Fleet Pacific.

Shawn O'Hara, Lookout



Passing the Pacific Fleet Command watch

Shawn O'Hara
Staff Writer

Against the backdrop of HMCS Regina, and under the shining summer sun, Cmdre Scott Bishop passed on command of Canadian Fleet Pacific (CANFLTPAC) to Cmdre Bob Auchterlonie.

The July 3 ceremony was attended by friends, family, distinguished public officials, past and present military officers, and overseen by RAdm Bill Truelove.

Cmdre Bishop spoke about his time as Commander CANFLTPAC, and his appreciation of those he worked with in that time.

"In my time at CFB

Esquimalt the West Coast has become a home away from home, and I'm going to miss it dearly," he says. "At the same time, I know the men and women of the Pacific Fleet will be in good hands with Cmdre Auchterlonie."

Cmdre Bishop also addressed RAdm Truelove for his leadership and support.

"Sir, it has been a real pleasure to work with you. I'm truly grateful for the friendship, support, and leadership you have shown me and my team," he said. "I can say that none of the advancements the Pacific Fleet has enjoyed in the last year would have been possible without you. Thank

I aim to provide the command and support to generate those ready and able forces the people of Canada need. I have the command.

-Cmdre Bob Auchterlonie
Commander CANFLTPAC

you, sir."

CPO1 David Bliss, Fleet Chief Petty Officer, then presented Cmdre Bishop with his pennant, which was lowered for the last time as his command was relinquished to Cmdre Auchterlonie.

RAdm Truelove then took the podium to thank Cmdre Bishop, and wish him luck on his

new position.

"Your dedication to getting this fleet in fighting shape, and working with the soldiers, sailors, airmen and women of our armed forces has been truly inspirational," he says. "I wish you the best of luck on the east coast, and look forward to working with you to make our navy the organization it deserves to be."

RAdm Truelove also addressed Cmdre Auchterlonie, welcoming him to his new position.

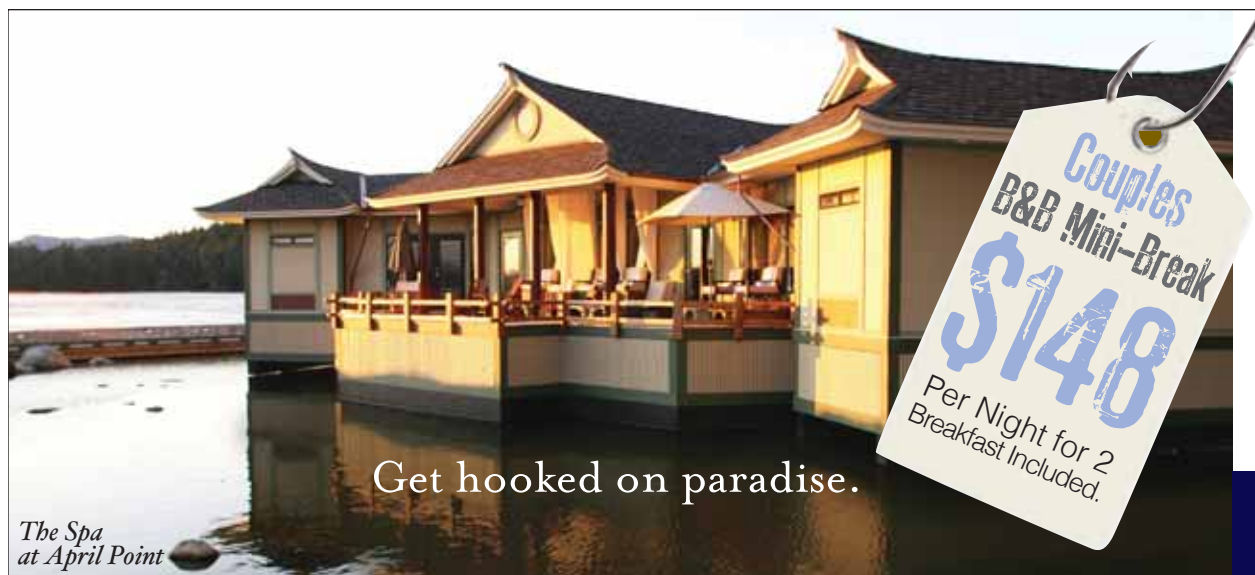
"I know that you're going to fit right in as Commander CANFLTPAC. You're going to have a lot of fun, and if you're not having fun then we'll need to talk," he says. "I look forward to working side by side with you, and wish you every success in your position."

Cmdre Auchterlonie, Cmdre Bishop, and RAdm Truelove then performed the traditional signing of the change of command certificates, which officially acknowledges the passing of command of CANFLTPAC from

Cmdre Bishop to Cmdre Auchterlonie.

Taking the podium for the first time as Commander CANFLTPAC, Cmdre Auchterlonie spoke on his hopes and ambitions for his new position.

"Commander of a fleet is a complex and complicated job. It's going to be a challenge for me, it's going to be a challenge for my deputy fleet commander, and it's going to be a challenge for the commanding officers," he says. "My promise to them, to you, and to the Canadian people is this: I aim to provide command and support to those ready and able forces, which the people of Canada need. Sir, I have the watch."



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People Talk

Lookout asked this question:

What would constitute a perfect evening for you?



If the Seattle Mariners and the Toronto Bluejays both won on the same night.

Ron Durdle



Sitting around a beach fire, spending a night under the stars. My wife and kids both love beach fires, it's a shame you can't have them anymore.

MS Dean Kijek



Sitting on the balcony with good friends and good drinks. There's nothing better than spending time with your friends.

NCdt Antoine Leblanc



I'd want to go for a walk in Cook Street Village, get some Booster Juice, and cuddle up with my significant other to watch a movie. He's currently in Afghanistan so any time with him would be great.

SLt Noelani Shore



A good dinner, a day at the beach, and a concert afterwards. That way I'm hitting the trifecta of awesome things.

OS Kevin Barreca

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End of an era for Comox radar system

19 Wing PAO

A CF-18 from 409 Tactical Fighter Squadron became the last aircraft to be guided to a safe landing using the airfield's Precision Approach Radar (PAR) system on June 28, marking the end of an era.

Military Air Traffic Control personnel gathered for a ceremony to de-commission the PAR system after 32 years of service at CFB Comox.

PAR enabled a controller to follow the course of an aircraft with sufficient precision to guide it by verbal instructions to less than half a mile from touchdown, so that a pilot could make a visual landing safely.

"The Precision Approach Radar equipment at Comox first entered service in 1953 and was further upgraded as part of the navigational aids fleet in 1979," explained Maj Dan Ceniccola, 19 Wing air traffic control officer. "The PAR provided the RCAF with the capability to land aircraft in low visibility with voice-only instructions from a controller - often the approach aid of choice during emergency situations."

There are several stories of PAR controllers who saved lives during the system's operational history at 19 Wing.

Controllers using the PAR system at 19 Wing were critical to maintaining aviation safety. In January 1999, MCpl John Healey, a PAR controller, was recognized by the Air Force for his professionalism in guiding a lost Cessna 210 to the safety of 19 Wing Comox, when the pilot, flying between Peace River, Alberta, and Campbell River, B.C., suffered mechanical problems and became disoriented in the mountains 60 miles northeast of Comox.

The pilot radioed a mayday while his engine sputtered and ice built on the wings. Terminal air traffic controllers directed him toward Comox, but the pilot was unable to see the runway through the heavy clouds and fog, forcing him to overshoot and try again. With fuel

running dangerously low, MCpl Healey got on the radio and, using the PAR system, gave clear and concise instructions to the pilot to guide him in for a safe landing.

This represents only one of several stories of PAR controllers who saved lives during the system's operational history at 19 Wing.

PAR is being replaced with the Aerodrome Precision Approach Landing System (APALS) at three RCAF Wings in Canada (3 Wing Bagotville, 8 Wing Trenton and 19 Wing Comox). APALS is an autonomous precision approach and landing system designed to enable low visibility landings by using ground-based radio signals to display the runway centre line and approach path on instruments in the aircraft cockpit.

"During the course of PAR's history at Comox, thousands of practice precision radar approaches have been conducted on this wing," said Colonel Jim Benninger, 19 Wing Commander. "While new systems coming in are more advanced, it still takes the professionalism and vigilance of air traffic controllers and aeronautical safety standards to ensure safe landings."



Capt Peter Morin, a retired Air Traffic Control Officer watches MCpl Heather Moss, an Air Traffic Controller at 19 Wing Comox, as she uses the Precision Approach Radar to guide a CF-18 pilot to a safe landing on June 28. It was the last time it was used prior to its decommissioning.

Cpl Jennifer Chiasson,
Combat Camera

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Sgt Norm McLean, DND

Minister of National Defence Peter McKay speaks at the ceremony welcoming the first Canadian CH-147F Chinook helicopter.

Chinook chopper brought home

Joanna Calder
RCAF Public Affairs

Lieutenant-Colonel Duart Townsend's eyes suddenly lit up. "Can you hear it?" he demanded. "It's coming."

A few moments later, the distinctive, heavy "wokka-wokka" noise of rotor blades blotted out all other sound. Then an enormous helicopter rose over the line of civilian aircraft parked on the tarmac at Ottawa's International Airport, turned and set down in front of the Canada Reception Centre.

The downwash – the wind created by the turning rotor blades – kicked up dust and gravel and forced the spectators to avert their faces.

LCol Townsend, Commanding Officer of 450 Tactical Aviation Squadron, and squadron members grinned like kids at Christmas time. Canada's first F-model CH-147 Chinook helicopter – and the first Canadian Armed Forces' Chinook to fly in Canadian airspace for more than two decades – had arrived home.

On June 24, the day before the arrival, Major-General Pierre St-Amand, Commander of 1 Canadian Air Division and Canadian NORAD Region, accepted the first of 15 Canadian CH-147F Chinooks at the Boeing manufacturing facility in Philadelphia, Pennsylvania.

"We often say that flexibility is the key to airpower," he said just before being presented with a ceremonial key representing Canada's acceptance of the modern, medium- to heavy-lift helicopter.

"When it comes to flexibility, the F-model Chinook offers the muscle, the range and advanced capabilities to cover a broad spectrum

When it comes to flexibility, the F-model Chinook offers the muscle, the range and advanced capabilities to cover a broad spectrum of tactical functions.

-MGen Pierre St-Amand, Commander 1 Canadian Air Division and Canadian NORAD Region

of tactical functions. When you combine this with its potential for deployment via CC-177 [Globemaster III], the possibilities for global force projection are virtually unlimited."

The next day, the Chinook flew to Canada, escorted by CH-146 Griffons, the same type of helicopter that provided close-air support to Canada's D-model Chinooks when they were used to transport troops, equipment and supplies in Afghanistan.

"During a visit to Afghanistan in 2011, we took a flight in a Chinook D from Camp Nathan Smith, returning to Kandahar Airfield," said Major-General Richard Foster, Deputy Commander of the Royal Canadian Air Force, during the formal welcome ceremony held Thursday, June 27, at the Canada Reception Centre in Ottawa.

"I had the privilege of sitting next to a young, 20-year-old signaller who was on his way home – to family. The look of relief on this young man's face that he did not have to risk facing the possibility of an IED [improvised explosive device] on the road said it all.

"The Royal Canadian Air Force carrying Canadian troops in hostile territory is – in many ways – what today is all about."

MGen Foster explained that the Canadian Chinook, which was designed with Canada's unique operational needs in mind, is ideally suited to operations at home and abroad. "Its versatility, impressive capacity and what we call 'long legs' make it ideal for operations in our vast nation's harsh territory and demanding environment."

The fleet of 15 Chinooks will be located at 450 Tactical Aviation Squadron at Canadian Forces Base Petawawa, Ontario. The crewmembers who flew the first Chinook, tail number 147303, from Pennsylvania to Ottawa are eager put this latest addition to the Royal Canadian Air Force's fleet to work.

LCol Townsend is not only 450 Squadron's commanding officer, but he was also the last person to qualify as a Chinook pilot before the C-models were removed from service in 1991.

"I'm feeling really good!" he said. "Twenty-two years later, to see such a fantastic aircraft and have the honour of leading and stewarding some fantastically motivated and dedicated people is a true honour."

After the welcome ceremony, Canada's first F-model Chinook – escorted by two Griffon helicopters – departed from the Ottawa airport, took a turn around Parliament Hill and flew to CFB Petawawa, where it will begin to write a new chapter in the story of RCAF airpower capabilities in the service of Canada and Canadians.



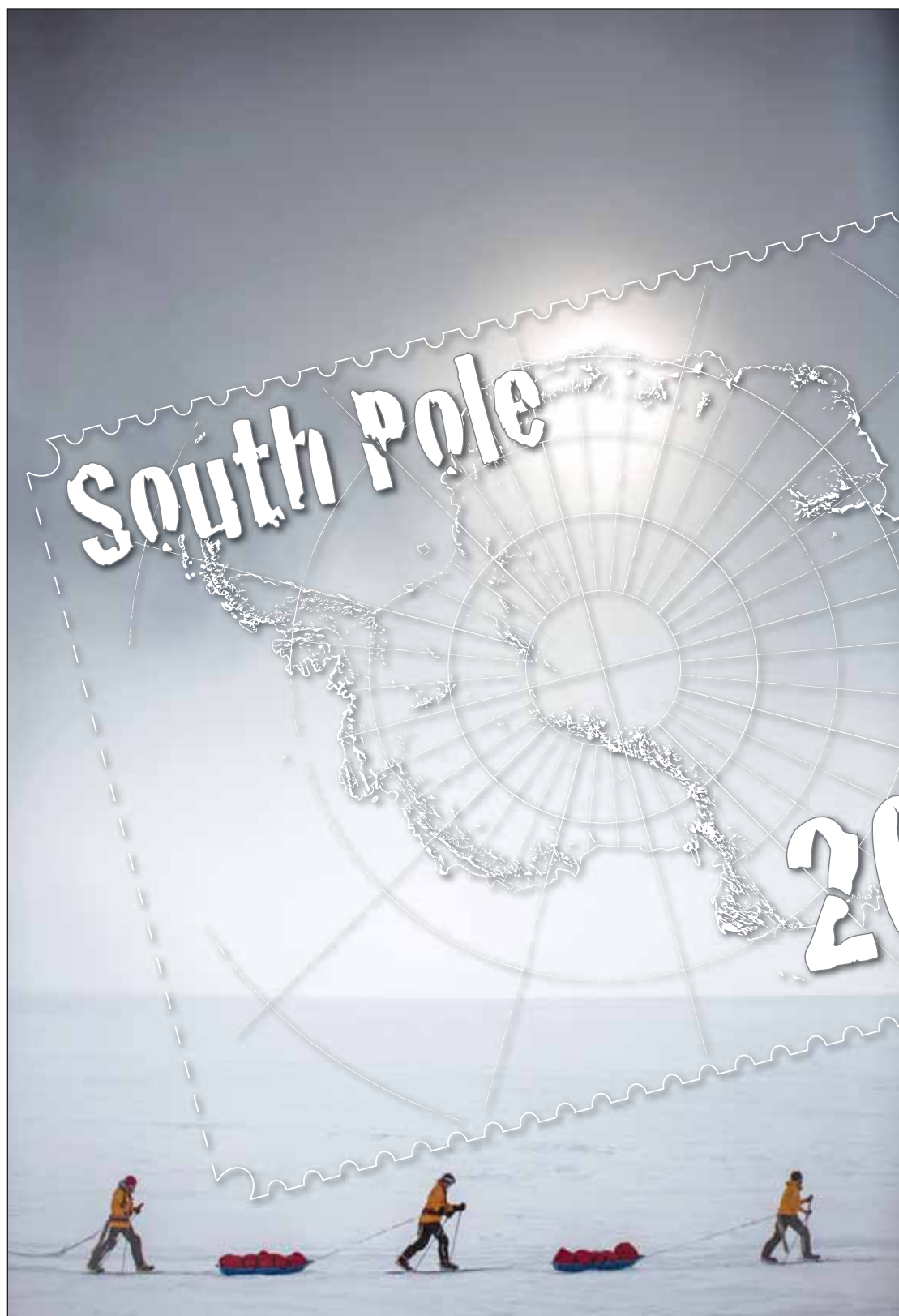
Left: AB Chan lets Yunael Bastien to sit at the control of a small Naval Reserve Rigid-Hulled Inflatable Boat.

Above: MS Colin Willdig gives visitors a tour of one of the Maritime Coastal Defence Vessels at Lonsdale Quay.

Above right: RAdm Bill Truelove shakes hand with MCpl David Iten during the exhibition.

Bottom right: MCpl Matthew Coles informs an observer about capabilities of artillery in the Canadian Armed Forces.





Sgt Ronald Duchesne, Rideau Hall, OSGG

Wounded Vets prep for South



Top right: MCpl Chris Downey and the rest of Team Commonwealth pull a sled. **Bottom left:** MCpl Chris Downey (second from right) and Cpl Alexandre Beaudin (left) and Governor General David Johnston (right) following the team.

Shelley Lipke Staff Writer

Teams of wounded veterans from the U.K., the U.S. and the Commonwealth (Australia and Canada) are embarking upon one of the most high profile and toughest expeditions of modern times - walking to the geographic South Pole.

Walking with the Wounded - South Pole Allied Challenge is an extreme undertaking for 11 people that will take 16 days and cover 330 kilometres in -35C, all to show the world the extraordinary courage and determination of wounded military members.

MCpl Chris Downey and Cpl Alexandre Beaudin D'Anjou will represent Soldier On and the Canadian Armed Forces as a beacon of hope and inspiration for other injured veterans. Both were wounded during their tour in Afghanistan.

"I want to prove to other wounded servicemen that you can still do great things as a wounded soldier," said 31-year-old combat engineer Cpl D'Anjou. "I know a lot of guys who are wounded and on the couch, and I want to tell them live their lives. We only have this time to take advantage of life, and if you have a goal you should go for it."

Following extensive training, teams will fly to Antarctica in November. They aim to reach the South Pole around Dec. 17.

"For me it's about doing this with 11 other wounded soldiers in the hopes that together we will inspire thousands of injured soldiers to start living the life they should despite the limitations they may have," said 31-year-old air weapons systems technician and EOD operator,

MCpl Chris Downey.

Each team has four members, and the Canadian soldiers have teamed up with two Aussies.

In Cold Lake, Alberta, MCpl Downey has been hauling a sled weighing 70 kilograms about 13 kilometres to work and back three days a week through town. When the snow melted he switched to pulling tires.

"I am currently using the 'Insanity Workout' six days a week pulling two tires three times a week and weight training three times a week," he said. "Initially there were a lot of big eyes wondering what is that guy doing, especially when I was crossing the main lights on my way home. Recently, my endeavour and training has been announced on the local radio station and the town now knows," he said.

It's a similar story for Cpl D'Anjou in Quebec. He's pouring all of his energy into the preparation and training. His four children are talking up their father at school.

"My oldest son is seven and he is talking about what his dad is doing with his friends at school. A webpage will follow us with GPS co-ordinates so they can follow our progress on a map and know where we are. When I walk I think about my family, and because I have chronic pain it reminds me of everything that happened in Afghanistan as well."

In March, the teams got a taste of what they'll experience in Antarctica when they embarked on a five week expedition that covered a 60 kilometre glacier in Iceland.

"I was most surprised that everything is white in every direction," said Cpl

Walking with the Wounded South Pole



Photo by Petter Nyquist

grouplets during expedition training in Iceland.

Beaudin-D'Anjou (second from left) stand with Chief of the Defence Staff Gen Lloyd Harris at the announcement of Canada's participation in the South Pole Challenge.

The most difficult challenge will be that I am alone. There are no trees and you can't talk to anyone as it's too noisy with the wind, so you are doing two or three hours straight with just time to think – a lot of time to think.

-Cpl Alexandre Beaudin D'Anjou

D'Anjou. "It made me realize the most difficult challenge will be that I am alone. There are no trees and you can't talk to anyone as it's too noisy with the wind, so you are doing two or three hours straight with just time to think – a lot of time to think."

For MCpl Downey, the mere thought of going to Iceland for training excited him. "Every time I have been involved with any activity with wounded soldiers it's hard to describe the connection and feeling I get. There is a common ground we share. You can be 100 per cent honest with your feelings, emotions, and injuries and nobody judges you. I find that part alone is so incredible.

"For me, part of the inspiration to be part of this unique adventure is the people involved. Ivan from the U.S. is completely blind and seeing him skiing is incredible. Duncan from the U.K. team is

on prosthetics with both legs and when you look at him it's unbelievable.

I was asked by a reporter what the most beautiful thing I saw in Iceland was, and my response to that question was seeing Ivan pulling a sled while skiing. To me that trumps everything."

During the Iceland training teams learned how to use the stoves, ski equipment and how to cook and set up camp in extreme conditions.

"Our guides have 20 years plus experience in polar expeditions to the South and North Poles. They also taught us how to rescue someone from a crevasse," said Cpl D'Anjou. "It was the first time they trained a military team and they liked the way we worked together to get every task done."

In the South Pole they will walk 20 kilometres a day in order to complete the challenge in 16 days.

"If I had never been hurt overseas I wouldn't be doing this," says MCpl Downey. "Out of something horrible came this once-in-a-lifetime opportunity. I see reaching the pole as one of the few ways I can thank the people who supported me, from the medic on the ground, doctors, surgeons, and family and friends. I also keep a promise to PO2 Douglas Craig Blake who was killed in the same blast. I made a promise to him that I wouldn't waste a single minute of my life because I believe he absorbed the majority of the blast that enabled me to survive."

Editor's note: A documentary is being made about this expedition and live feeds, videos and photos will be available at <http://walkingwiththewounded.org.uk/southpole2013/>.



MCpl Chris Downey

Injury: Burns, internal injuries, loss of right eye

Date of Birth: 25/05/1981

Being a soldier was always Chris's dream and at the age of 18 he joined the Royal Canadian Air Force as an Aviation Systems Technician. Chris was posted to Aerospace Engineering and Test Establishment in Alberta, and was later selected for deployment to Afghanistan in early 2010. While on a foot patrol, an IED detonated near Chris and his team, killing one of his best friends PO2 Douglas Craig Blake. As a result of the blast, Chris suffered shrapnel wounds, burns and lacerations to his thighs, upper body and face, a collapsed lung, a broken and shattered jaw and right hand, two aneurysms, the loss of his upper lip, all his front teeth, and upper gum, and the complete loss of his right eye.

"This challenge provides the opportunity to complete another mission with my fellow soldiers, and a chance to prove that we can do anything despite our injuries, whether suffering with cognitive or physical wounds, the challenges can be overcome with hard work, determination, and belief."

Cpl Alexandre Beaudin D'Anjou

Injury: Paraesthesia, chronic back pain, mental injury – PTSD

Date of Birth: 17/06/1981

Alexandre views this challenge as a way to prove that wounded service personnel are still able to not only go on with their daily lives, but to excel in their lives. Alexandre was born in Arthabasca, Quebec, and served five years in the 5th Combat Engineer Regiment as a sapper. Alexandre has trained all around Canada and the U.S. and was deployed to the Kandahar region of Afghanistan in 2009. While serving, he was thrown into the air by an IED. On landing, he broke his nose, sustained multiple facial lacerations, concussion and a back injury that resulted in paraesthesia in his left leg and chronic pain. "I was extremely pleased to learn that I had been chosen for the next stage of the Walking with the Wounded South Pole Allied Challenge. It means a lot for me to take the next step."



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Top: A Mk 48 Heavyweight Torpedo is craned to the jetty under the watchful eye of Rick Chan.

Left: A torpedo rests comfortably in its coffin.

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Summit honours minority veterans

Shawn O'Hara
Staff Writer

The tapestry of Canadian history is woven from many threads.

Many cultures, people, and countries have contributed to the founding, prosperity, and defence of this nation, but not all have received the recognition they deserve.

At the University of British Columbia on June 26, homage was paid to two distinct groups who have contributed to our tapestry: the Tuskegee Airmen of the United States, commonly known as "Redtails" for their distinctive aircraft, and Chinese-Canadian veterans.

Entitled "Redtails and Dragon Tales", the event sought to bring recognition to the visible minority groups who served in Canadian Armed Forces and U.S. Air Force, including Second World War veterans.

In attendance was Lt(N) Hyung-Wook Kang, the Military Co-chair for Defence Visible Minority Advisory Group (DVMAG), representing Maritime Forces Pacific.

"It was an eye-opening event. I had no idea the military history of these two groups was so rich and important," he says. "Hearing about the feats they accomplished and the discrimination they faced really put into perspective how difficult it was to be a visible minority back then."

The summit consisted of photo exhibition of Chinese Canadian veterans during their heydays, memorial service in Vancouver Chinatown and panels featuring veterans from both groups.

Lt(N) Kang says the perspective offered by these "brave and determined veterans" shed a new light on the accomplishments of years past.

"One of the panellists, Col Charles McGee of the Tuskegee Airmen, holds the Air Force record for combat missions flown at 409 that encompass the Second World War, Korea, and Vietnam. It hasn't been surpassed," says Lt(N) Kang. "To listen to a man with an accomplishment like that was a real honour."

The Tuskegee Airmen were the first African-American military aviators in the United States armed forces during the Second World War. At that time, the military was racially segregated, and the airmen were subjected to racial discrimination, both within and outside the military. Despite these adversities, they trained and flew with distinction. All the black pilots trained at Tuskegee, Alabama. The nickname "Red Tails" was coined when pilots

of the 332nd Fighter Group painted the tails of their P-47s, and later P-51s, red.

The role of Chinese-Canadian soldiers was also highlighted, with panellists and speakers who served Canada during the Second World War. Chinese-Canadian history is a little known story, perhaps because it is a reminder of racist times. Before the war, Chinese-Canadians were denied the right to vote and banned from entering the professions. Despite all this, in the midst of war many volunteered for duty. They fought on land, sea and air, and some made the supreme sacrifice.

"Chinese-Canadians faced more discrimination back then than I think most people realize," says Lt(N) Kang. "It wasn't until World War Two that they were even allowed to serve in the armed forces. It's amazing hearing the stories of these men that just wanted to serve the country they loved, despite mistreats."

Lt(N) Kang says the event was a once in a lifetime learning opportunity and something he'll never forget.

"It highlighted a part of Canada's history, and the history of its people, I had no idea about before. I'm glad there now is a system such as DVMAG in place to embrace, promote and support diversity and visible minority in the Defence Team," he says. "It gave me a new respect and a new perspective on the lives of Canada's Armed Forces. No matter where we're from originally, we all love and serve Canada."

Chinese-Canadians faced more discrimination back then than I think most people realize. It wasn't until World War Two that they were even allowed to serve in the armed forces.

-Lt(N) Hyung-Wook Kang
MARPAAC Representative

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Lieutenant Governor of British Columbia Judith Guichon speaks with PO1 Darrell Sparks during the ceremonial Guard of Honour inspection at the opening of the First Session of the 40th British Columbia Parliament on June 26.

Cpl Brandon O’Connell,
MARPAK Imaging Services



Cpl Stuart MacNeil, MARPAK Imaging Services

CPO2 David Lowther and LCdr Samuel Patchell promote MS Mathieu Blais.



Donna Caven receives her 25-year Public Service Long Service Award from LCdr Jason Cheney, Commanding Officer CFAD Rocky Point.



Tony Thibeau receives his Civilian Ammunition Technician Level 3 Certificate. He was one of 11 civilian ammunition technicians to receive the certificate.



Rick Ridding receives his 35-year Public Services Long Service Award from LCdr Jason Cheney, Commanding Officer CFAD Rocky Point.



Cpl Blaine Sewell, MARPAC Imaging Services
Pte Alfred Castrojas (centre) receives his promotion to Private (trained) from WO Kroeker (left) and Cdr Elbourne (right).



Lt(N) Niewiadomski receives the Article 5 Nato Medal for Operation Active Endeavor from Base Commander Capt(N) Luc Cassivi at D-100, MARPAC HQ, CFB Esquimalt.

Cpl Blaine Sewell, MARPAC Imaging Services



MS Castromayor receives the Article 5 Nato Medal for Operation Active Endeavor from Capt(N) Cassivi.

Cpl Blaine Sewell, MARPAC Imaging Services



MS Mack receives the Article 5 Nato Medal for Operation Active Endeavor from Capt(N) Cassivi.

Cpl Blaine Sewell, MARPAC Imaging Services



Photo Credit

LS Block, an Electrical Technician at Canadian Forces Fleet School Esquimalt, receives the NATO Article 5 medal from LCdr A. Lopez, MSE Division Commander. LS Block earned the medal during Operation Active Endeavour while onboard HMCS Vancouver in 2011/2012.



Photo Credit

LS Ponath, an Electrical Technician at Canadian Forces Fleet School Esquimalt, receives the NATO Article 5 medal from LCdr A. Lopez, MSE Division Commander. LS Ponath earned the medal during Operation Active Endeavour while onboard HMCS Vancouver in 2011/2012.



Cpl Blaine Sewell, MARPAC Imaging Services

MS Kingston, accompanied by his wife and daughter, receives the Article 5 Nato Medal for Operation Active Endeavor from Capt(N) Cassivi.

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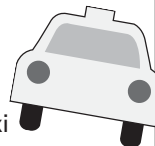
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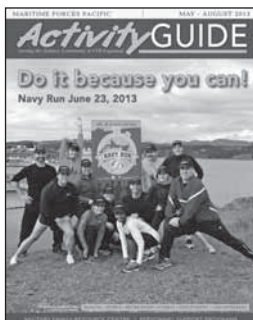
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Another bust for Toronto




Photos by Cpl Malcolm Byers, HMCS Toronto

Top: A member of HMCS Toronto's boarding party guards individuals onboard a skiff during a narcotics seizure in the Red Sea on June 28.

Left: Narcotics are marked and catalogued aboard HMCS Toronto.

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