

Wing Mate

Royal Canadian Air Force Association of Canada
Newsletter 408-437 Wing



September 2025

AIR FORCE ASSOCIATION of CANADA MISSION STATEMENT

The Air Force Association of Canada is a national aerospace and community service organization whose aim is to commemorate the noble achievements of the men and women who have served as members of Canada's Air Force since its inception, advocate for a proficient and well equipped Air Force and, support the Royal Canadian Air Cadets.

2025 Executive

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Air Cadets
818 Squadron..... Jackie Johnston
110 Squadron..... Cécile Thompson



Sick and Visiting

Be sure to advise Barbara Newman, Fellowship Chair, if you are aware of a Wing member who is ill or in distressed circumstances.

Barbara can be reached at 416-223-7840.

Bangers & Mash Supper

September 8

Sheppard Ave. Legion Building
948 Sheppard Avenue
6:30 pm



General Meeting

Sheppard Ave. Legion Building

Monday 14 October

President's Report



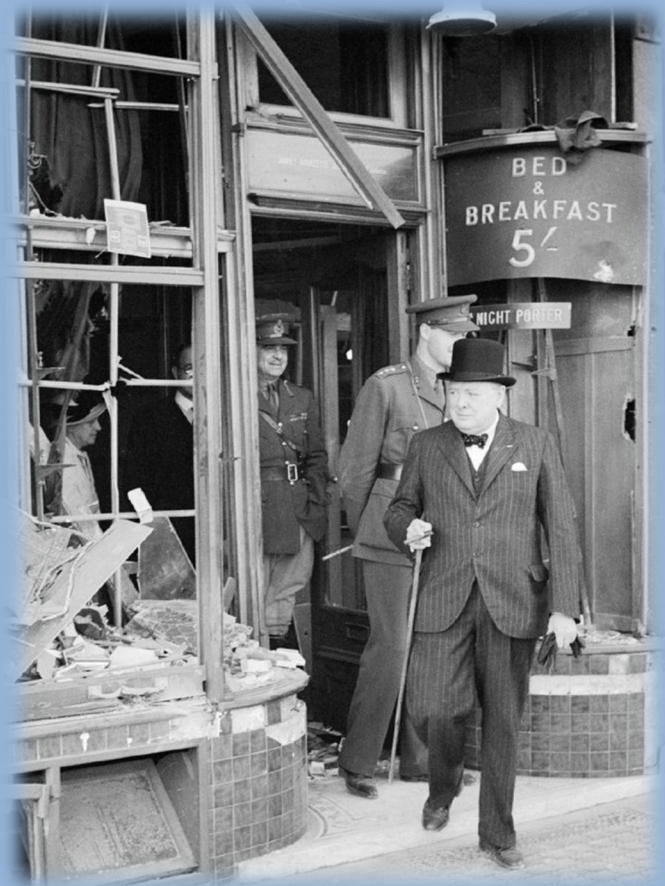
Dear Members,

I hope everyone has had a pleasant summer given the crazy temperatures. Of course, younger people these days are not used to it. Air conditioning is great — home, car, where ever you go. But in 'our' youthful days the only a/c was that little triangular window on your car door. How did we ever manage? I remember when the temperatures were in the 90F+ degrees most of the summer. It was just par for the course as everyone had great tans. Perhaps John Wreglesworth can tell you how he survived with a stint in the Suez without the 'Wet-Ball'. No not that. Well, we had the garden hose, the local swimming pool or staying in the shade. Of course in those days most city parks had actual trees like Oak, Chestnut, Elms instead of all the plastic child safe stuff. And if you were lucky a water fountain. We didn't have this thing called the 'something "Wet- ball indicator' that told you according to the temperature how much work to rest ratio and how much water you must drink in an hour. Yep, we have these in Borden. How did we ever survive?

Can you imagine a farmer or say a roofer or any outside worker or baseball game having to keep an eye on the Wet-Ball? The craziest one day was an announcement on the camp PA system was 10 minutes work and 40 minutes rest. I'm sure there are certain unnamed agencies, air- conditioned surroundings adhering to these work ethics. Amazing how we survived in days of yore. Let's see? One worked a little slower, drank when thirsty, sweated a lot and became acclimated. Well, there was something called common sense. A mental faculty which seems to be mostly missing in recent generations. I'm sure they can Google it.

At this writing I'm still in Borden. I think I can get off with good behavior soon. It's time already to prepare for 'Bangers and Mash'. if you haven't yet contacted Dave Oullette 416-547-3032 or ootyoot@gmail.com, please do so. (John & Barb are sailing the ocean blue.) The event is Monday, September 8th . Guests are always welcome.

Nick Czernkovich



408-437 WING'S ANNUAL



Bangers & Mash Night



Monday September 8 2025

No.527 Legion 948 Sheppard Avenue
Just East of the Allen, North Side



Dress: Casual

Open Bar

**1830 hrs
for
1915 hrs**

Our special guests are the members of the Air Crew Association
Guests are most welcome. Member and one guest at Wing cost.
Additional guests \$20 collectable at the door.

RSVP Dave Ouellette 647-547-3032

or ootyoote@gmail.com a.s.a.p.



Battle of Britain 1940



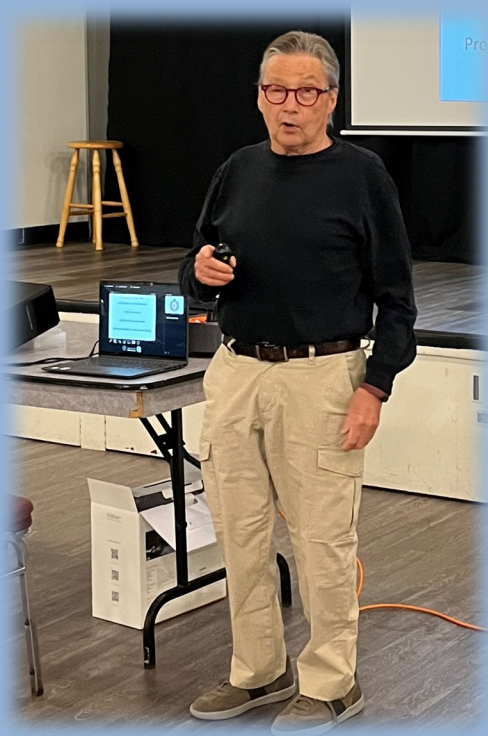
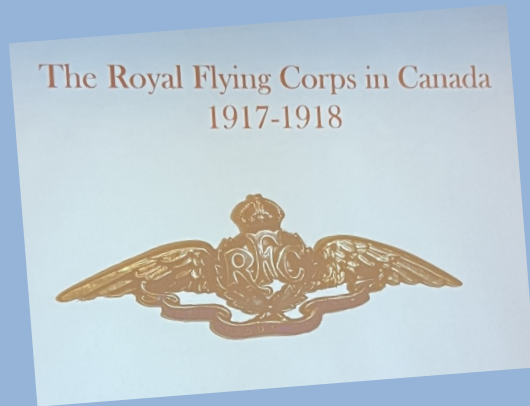


Scramble!





Wing Meeting, June







Press the Arrow



bb-ba-aud-churchill-l.mp3

Battle of Britain Timeline

1 July 1940 Germans invade the Channel Islands.

10 July 1940 The Battle of Britain begins. The Luftwaffe attack British supply convoys in the English Channel for the first time.



Hitler issues a directive to prepare a landing operation against Great Britain – Operation Sea Lion.

12-15 August 1940 Germans realize that the British are using radar so attack 'Chain Home' stations along the coast. Some of the stations were put out of operation for as little as 10 hours while one station on the Isle Of Wight is put out of action for 10 days. Radar vans are temporarily used as a replacement.

13 August 1940 Adlertag ('Eagle Day') –Germans attack Fighter Command airfields and aircraft factories but are disrupted by bad weather.

15 August 1940 'The Hardest Day'. The Luftwaffe mount large scale raids on three targets in southern England that include Kenley and Biggin Hill. Both sides suffer casualties in intense fighting; Fighter Command lose 68 aircraft; Luftwaffe, 69.

20 August 1940 Prime Minister Winston Churchill addresses Parliament on the state of the war. The speech is full of memorable phrases and once again, he makes reference to 'The Few'.

24 August 1940 German night-time bombers aiming for RAF airfields drift off course and accidentally destroy several London homes, killing civilians.

25 August 1940 The RAF bombs Berlin in retaliation for the London bombings. Eighty aircraft from three squadrons take part but do very little damage. The attacks continue for several nights. Hitler is incensed and orders attacks on London and other major British cities.

30 August 1940 Before this day Polish, Czech, and other non-English speaking pilots had not fully taken part in the Battle. Air Chief Marshal Hugh Dowding had concerns about communication. However FO Ludwik Witold Paszkiewicz, who is on a training flight with 303 Squadron at RAF Northolt, breaks away and attacks a German aircraft. Back at Northolt he is reprimanded and then congratulated. Shortly after this incident 303 is declared operational.

1 September 1940 German intelligence claims that Fighter Command has only 200 aircraft and just one to two raids could finish them. In fact the RAF has more aircraft than at the beginning of the Battle.

7 September 1940 marks the beginning of the Blitz when an attack on London is launched by the Germans, starting a nine-month long campaign against the city.

15 September 1940 Hailed as 'Battle of Britain Day'. In this heavy day of fighting, Fighter Command shoots down 56 German aircraft. This costly raid convinces the German High Command that the Luftwaffe cannot achieve air supremacy over Britain, and the next day daylight attacks are replaced with night-time sorties as a concession of defeat.

17 September 1940 Hitler postpones Operation Sea Lion, the invasion of Britain, until further notice.



8 October 1940 Czech fighter pilot Sgt Josef Frantisek is killed after his Hurricane accidentally crashes in Ewell, Surrey, during a landing approach after a patrol. This decorated serviceman is credited with having 17 kills whilst with 303 Squadron.

31 October 1940 On this day the last daylight raids by the Germans take place in the UK. It's the end of the Battle of Britain. However, night-time attacks continue throughout the winter of 1940-41 only ending when the Luftwaffe move east in preparation for their attack on the Soviet Union.

William Henry Nelson, DFC A Jewish War Hero

William Henry Nelson was one of a thousand Canadians who went to the United Kingdom to join the Royal Air Force before the outbreak of WW.II. At that time in the late 1930s Canada's tiny air force was underfunded, with few modern aircraft, and was recruiting few potential pilots.

But Willie Nelson was not typical of those Canadians who crossed the Atlantic to fly with the RAF. He was Jewish, born in Montreal to eastern European parents who anglicized their surname from Katznelson soon after their arrival in Canada. His first year of secondary education was at the heavily Jewish and lower-class Baron Byng High School on St. Urbain Street, and he

completed high school at the middle-class but still heavily Jewish Strathcona Academy in Outremont. He was good-looking in an Anglo way, had a Gentile girlfriend for a time, and was athletic, playing rugby and hockey for his school as well as lacrosse and baseball. Above all, he was obsessed with flying: building model airplanes, founding a gliding club, securing a gliding licence, and making solo flights.

Willie's parents were not able to pay for his university courses so he worked at a Fairchild aircraft factory in Longueuil near Montreal. After taking flying lessons, he attempted to join the RCAF but few recruits were being accepted.

So Willie worked his way across the Atlantic on a cattle boat and once in England, he applied to join the RAF. It was not long before he met and married Red Cross volunteer Marjorie McIntyre in 1939.

He captained a Whitley bomber with No. 10 Squadron's first wartime operation, which was doing leaflet dropping over northwest Germany. He later flew in the Battle for Norway and won his Distinguished Flying Cross.

Following Dunkirk, Nelson answered the call for fighter pilots and in short order he retrained to fly Spitfires. He was assigned to S/L Sailor Malan's No.74 Tiger Squadron. During the Battle of Britain, Willie became the highest scoring Canadian Spitfire ace of the battle with 5 kills and two damaged.

In a letter to his mother, Willie wrote:

"I thank God that I shall be able to help destroy the regime that persecutes the Jews. I have never had such a great desire to live as I do now, nevertheless if I leave whilst flying, I am happy in the thought that I am helping to crush Hitler."



On November 1st, 1940 at age 23, Willie's Spitfire was shot down over the Channel. His body was never recovered.

References:

Literary Review of Canada Article by J.R. Granatstein,

Double Threat by Ellin Bessinger

Battle of Britain Spitfire Ace by Peter Usher, 2024

Corporal J. D. M. Pearson GC, WAAF, 1940



Laura Knight



In 1940, Laura Knight was the most prominent female artist in Britain. She was commissioned by the WAAC to produce a series of specific works periodically throughout the war. One of her earliest commissions was this portrait of Daphne Pearson, who became a heroine of the Women's Auxiliary Air Force (WAAF) during the early part of the Battle of Britain. On 31 May 1940, Pearson helped to rescue an RAF pilot who had crashed near Detling in Kent. As she was doing so, one of the aircraft's 120 lb bombs exploded. Pearson threw herself on top of the pilot to protect him from the blast. She returned to the burning wreckage to look for another crew member, but found him dead. For her bravery Pearson was ultimately awarded the George Cross - the highest gallantry award for civil actions. Knight's depiction of Pearson shows her on duty with her eyes looking skywards, emphasizing her readiness to act.