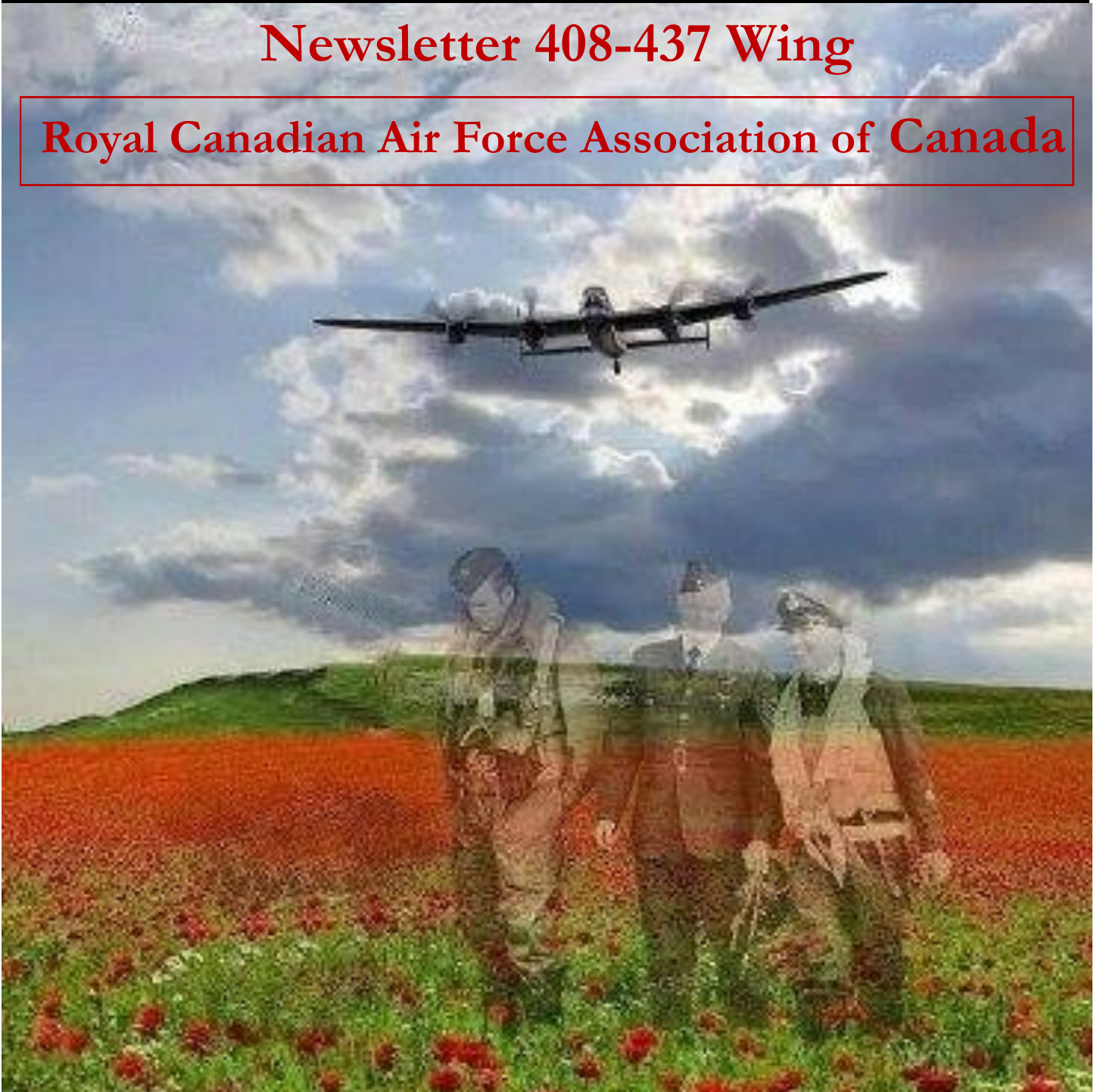


Wing Mate

Newsletter 408-437 Wing

Royal Canadian Air Force Association of Canada



November  2021



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.

2021 Executive

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



Happy Birthday!

November

4th.....Stewart Hamilton

12th.....Mort Lightstone

December

5th.....Jackie Johnston

12th.....Doreen Wilson



Just for Laughs



**Last night, my wife
asked me if I'd seen
the dog bowl.
I said, "I didn't know
he could."**

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.

President's Report



Dear members, still nothing going on, waiting for a go-ahead from the Legion. We are looking into doing something at the Staff College vis-à-vis a belated 'Banger and Mash' perhaps combined with a Christmas party. On behalf of the executive thank you for hanging in there. This hysteria will end.

If you watch any of these Border Crossing TV programs, you'll know that one of the significant deterrents to mailing or transporting narcotics into Canada are those amazing detection dogs. Often you see these dogs going down the conveyer belt sniffing packages and envelopes. Well I'm happy to affirm that the Canadian Postal Service saw the problem and has met the challenge.

Postal outlets now sell the bubble wrap envelopes with a special lining with zip-loc and gummed seal advertised as *odour free*. It also advises that the *odour free* sticker should be removed before mailing. Dah! You can exhale now and send your dope without fear. Get it now to avoid the Christmas rush; Just place some Christmas stickers on.

I direct your attention, with my own oppressed left hand, to a recent story in Newsweek of a College Lecture on 'Right-Handed Privilege' at the University of North Carolina at Chapel Hill, where a lecturer, identified as Christina Parle, stands in front of a dreary PowerPoint screen. Extolling how left-handed people are discriminated against and held down by Right-Handed people, there is no mention of gender, race, or colour. I guess we lefties are in it together. I'm waiting for that call from Ottawa regarding the forthcoming apology and dare I say compensation.

Nick

Especially for you, Nick!

Enemy No.1 of every left hander
in the world



FINALLY !



THE CUP FOR LEFT-HANDED !

818 Toronto Falcon Squadron



Royal Canadian
Air Cadets



With Jackie Johnston

The day has come! On October 25th 2021 Cadets from 818 RCACS finally were able to return to in-person training at Moss Park Armoury. For the first 5 weeks of the Training Year, our Senior NCOs will be participating in an in-person developmental training program tailored to prepare our 15 Senior Cadets to get back into the groove. Concurrently the remaining Cadets will remain Virtual until November 29th which will be the first night where the entire Squadron will be able to collaborate together.

This year we are working to rebrand the Squad-

ron to attract more new cadets and retain as many cadets as possible who are already members of the Squadron. New this year, we have an officer dedicated to recruiting and retention and she is working hard to build relationships throughout the local community to get the word out about the Cadet Program and our Squadron.

I am extremely eager and excited for this training year and hope more activities and opportunities become available for our cadets. We are all optimistic for the return of summer training courses and hopefully we can encourage as many cadets as possible to attend.

I hope everyone of our family at 408/437 Wing are doing well. Moss Park Armoury is not opening its doors just yet to outside guests but I know one day soon we all will be able to come together and be in the company of one another.

Stay positive and safe!

Captain Daryl Abbott, CO 818 RCACS



B-24 , Ploesti Raid, 1943



B-24 Liberator

The Consolidated B-24 Liberator was a heavy bomber, designed by Consolidated Aircraft of San Diego, California. The Liberator was a modern design featuring a highly efficient shoulder-mounted, high aspect ratio Davis wing which gave the bomber a high cruise speed, long range and the ability to carry a heavy bomb load.

The B-24 was initially developed and produced by Consolidated Aircraft Company. In 1943 the company merged with the Vultee Aircraft Company to form the Consolidated Vultee Aircraft Corporation or Convair. On high-altitude missions the Liberator had a maximum range of nearly 1,600 miles — 40% greater than that of the B-17—but it had a service ceiling of only 28,000 feet, some 7,000 feet below that of the B-17. As a result, the B-24 was more exposed to German anti-aircraft artillery; this and the B-24's greater vulnerability to battle damage made the B-17 the preferred strategic bomber in the European theatre. Nonetheless, B-24s equipped one entire bomb division of the 8th Air Force and, because of their greater range, were assigned some of the most difficult targets during the latter stages of the war in Europe.

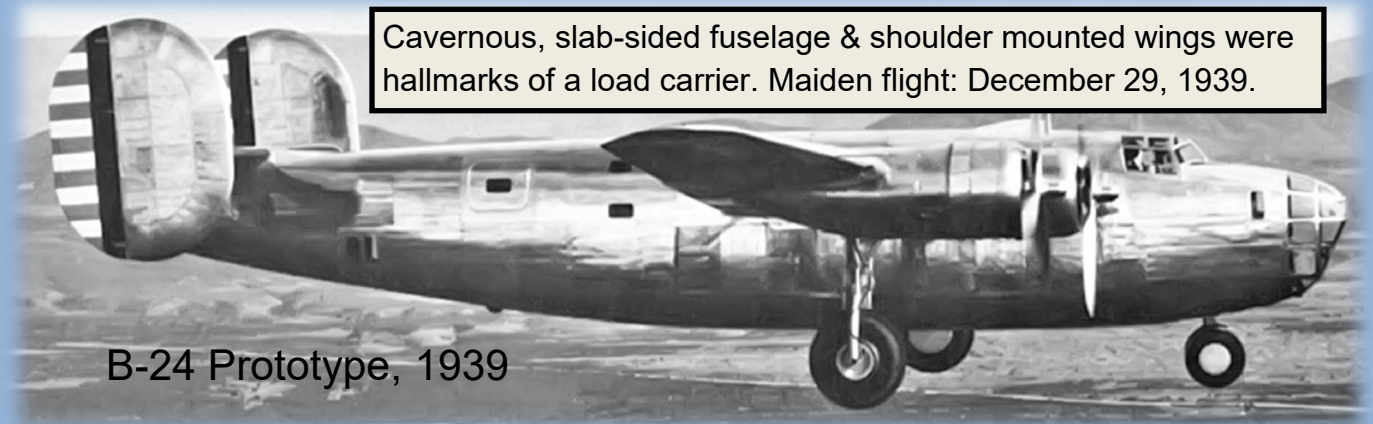
The B-24 was relatively difficult to fly and had

poor low-speed performance with a lower ceiling. While aircrews tended to prefer the B-17, General Staff favored the B-24 and procured it in huge numbers for a wide variety of roles. At approximately 19,000 units – including 8,685 manufactured by Ford Motor Company – it holds records as the world's most produced bomber, heavy bomber, multi-engine aircraft, and American military aircraft in history.

The B-24 was notorious among American aircrews for its tendency to catch fire. Its high fuselage-mounted "Davis wing" also meant it was dangerous to ditch or belly land, since the fuselage tended to break apart.

The B-24 was used extensively in World War II. It served in every branch of the American armed forces as well as several Allied air forces and navies. It saw use in every theater of operations. Along with the B-17, the B-24 was the mainstay of the US strategic bombing campaign in the Western European theater.

Due to its range, it proved useful in bombing operations in the Pacific, including the bombing of Japan. Long-range anti-submarine Liberators played an instrumental role in closing the Mid-Atlantic gap in the Battle of the Atlantic. The B-24 was rapidly phased out of service but the PB4Y-2 Privateer was used in Korea.



Cavernous, slab-sided fuselage & shoulder mounted wings were hallmarks of a load carrier. Maiden flight: December 29, 1939.

B-24 Prototype, 1939

The Liberator served in the Battle of the Atlantic, primarily with the RAF and the RCAF. The RCAF did not receive many Liberators until later in the conflict in 1943. Ironically Montreal's Dorval Airport was a major transportation hub for Liberators and other aircraft in transit to the United Kingdom and to other European destinations.

The RCAF and RAF maritime versions of the B-24 were modified with Leigh Lights, depth charges and the distinctive radar chin called "Dumbo".

Liberators assigned to the RAF's Coastal Command in 1941 to patrol against submarines in the eastern Atlantic Ocean, produced immediate results. The introduction of Very Long Range (VLR) Liberators vastly increased the reach of the RAF's maritime reconnaissance force, closing the Mid Atlantic Gap where a lack of air cover had allowed U-boats to operate without risk of aerial attack.

For 12 months, No. 120 Squadron RAF of Coastal Command with its handful of worn and modified early model Liberators supplied the only air cover for convoys in the Atlantic Gap, the Liberator being the only airplane with sufficient range. The VLR Liberators sacrificed some armour and often gun turrets to save weight, while carrying extra aviation gasoline in their bomb-bay

tanks. Before the Leigh Light, not a single enemy submarine had been sunk in over five months, but in combination with radar, it was so overwhelmingly effective that many German submarine crews chose to surface during the day so that they could at least see the aircraft attacking them and have a chance to fire their anti-aircraft weaponry in defense.

Only flying B-24J in the world



These Liberators operated from both sides of the Atlantic with the Royal Canadian Air Force and the Army Air Forces Antisubmarine Command and later, the US Navy conducting patrols along all three American coasts and the Canal Zone. The RAF and later American patrols ranged from the east, based in Northern Ireland, Scotland, Iceland and beginning in mid-1943 from the Azores. Liberators were credited in full or in part with sinking 93 U-boats. The B-24 was vital for missions of a radius less than 1,000 miles, in both the Atlantic and Pacific theaters.

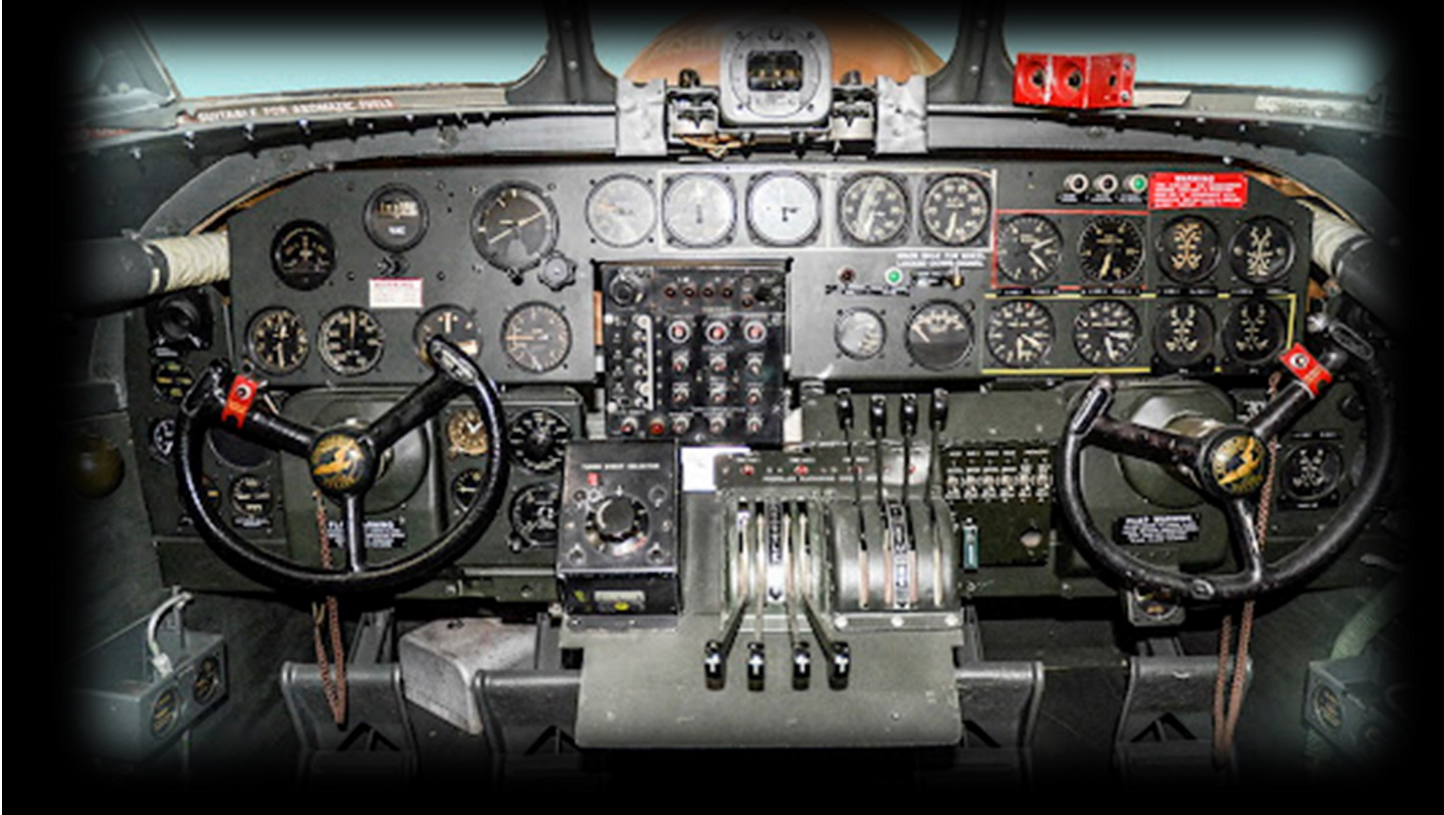
RCAF B-24 "X" at Gander 1943

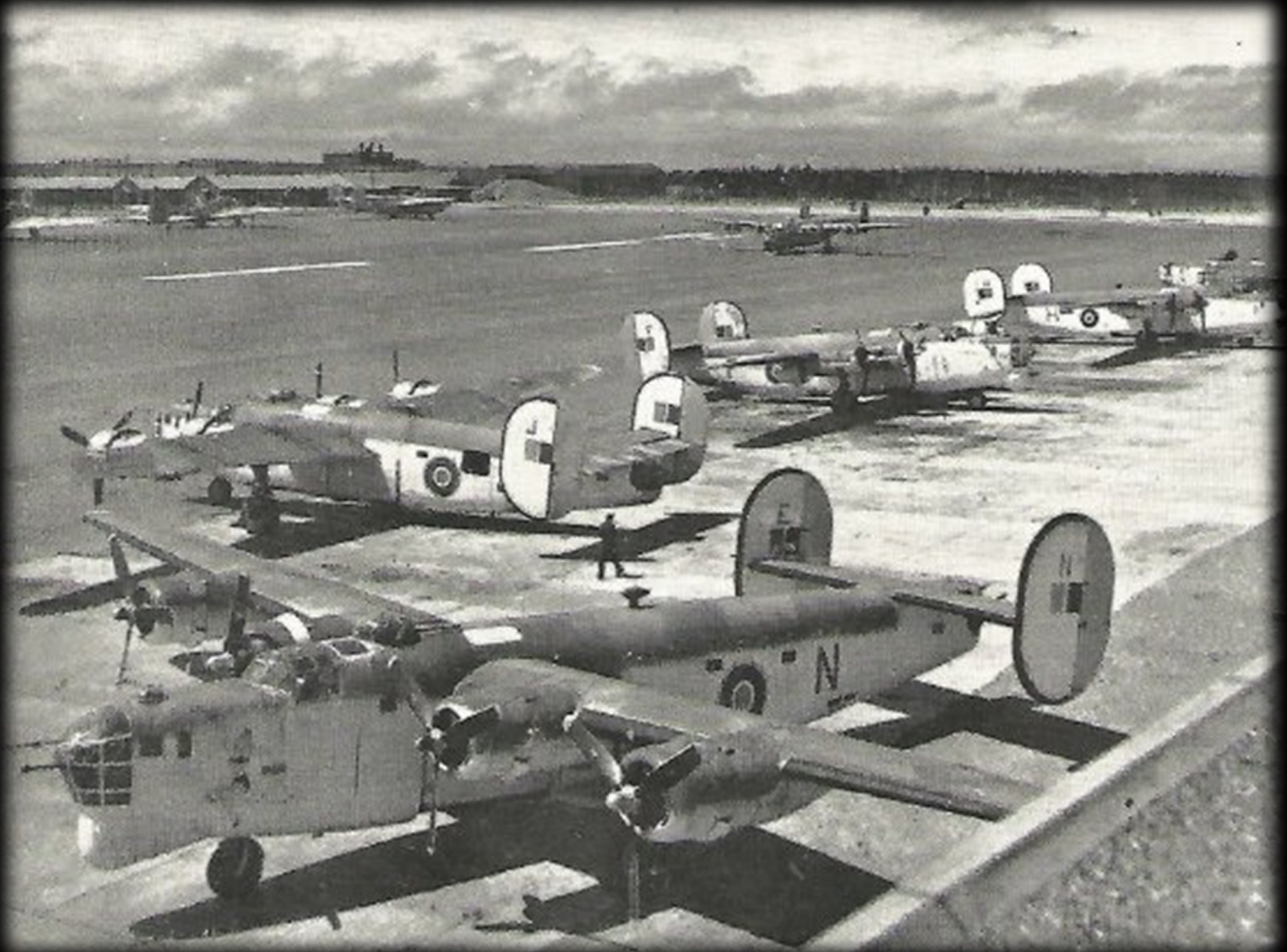


Ford's Willow Run Plant



te





Gander, 1943, 10 BR Squadron, RCAF





RAF Coastal Command B-24



USAF 93rd Bomb Group Hardwick, England



Leigh Light



B-24 "First Sergeant" of the 754th Bomber Group, 8th Air Force, is ready for lead assembly ship duties. She was a veteran of the 1st April '43 Ploesti Raid.



Lib, 11 BR Squadron, Summerside PEI



B-24 Tail Gunner

Over the Cauldron of Ploesti

It was as a teenager, that I first saw the film footage on television of the Ploesti air raids. I remember the sick feeling I had when I witnessed the B-24s being hit by flak and some going down at such a low level. Here is a brief story of those raids in 1943.

Liberators arrived at their destination in the early afternoon of August 1, 1943. Maintaining strict radio silence, the aircraft had taken a route via Corfu and the Pindus Mountains. Their target: the massive oil refinery complex at Ploesti, Romania, 35 miles north of Bucharest. Under the code-name Operation Tidal Wave, the mission combined five bomb groups from the Eighth and Ninth Air Forces. Conceived by Colonel Jacob Smart, Tidal Wave completely broke with established USAAF policy. Instead of the traditional high-altitude, precision bombing, the B-24s would drop their bombs from 200 to 800 feet in the air. With the Liberators coming in so low and having the element of surprise, Smart expected an inferno to ensue on the ground in Ploesti.

The enemy, however, knew they were coming. Having deciphered the American code, the Germans sprung a special trap for them. Anti-aircraft guns, many of them the feared 88s, encircled Ploesti. The German commander also had smoke generators at his disposal and had placed barrage balloons near the most valued installations. The steel cables of these balloons could rip off the Liberators' aluminum wings. German, Romanian, and Bulgarian fighters awaited the colonel's orders. To make matters even worse, the B-24 formations did not approach the city at the same time due to navigational errors. Things did not look good for the American air crews, to say the least.

Air gunner, Ben Kuroki: When a storage tank exploded below them, "flames even 50 feet higher than our plane" shot into the sky. He said he "felt sure we were doomed" and deemed it a "miracle we didn't catch on fire" flying over the targets at such a low altitude.

Manning the top turret in another B-24, Mack Fitzgerald remembered, "there was smoke all around us." He watched helplessly as a Liberator struck by enemy fire crashed into a three-story brick building. "That's 10 men gone," Fitzgerald told himself. Convinced he was next, he uttered



goodbye to his parents. Fitzgerald was as surprised as anyone when his B-24 was able to pull away from Ploesti.

The attack on the complex lasted only about a half-hour, but the toll in lives and aircraft was horrendous. In total, 52 aircraft were shot down. 310 American airmen died during the assault, 130 were wounded, and over 100 captured. The Ploesti raid was one of the only air strikes of the war in which more airmen were killed than civilians. Romanian civilians and officials buried the dead, many of them in mass graves, in the Hero Section of Bolovan Cemetery.

The Germans quickly mobilized thousands of forced laborers to repair the extensive damage to the complex. Within weeks, the facilities refined more oil than before the assault. The terrible losses from Operation Tidal Wave, remembered since as "Bloody Sunday," meant that American leadership would not attempt another major strike against the Romanian oil industry for eight months.

When American attacks on Romanian oil fields and refineries finally restarted in early April 1944, airfields seized by the Allies in southern Italy shortened the distance to Ploesti considerably. The flight was only half as long as before. The recently created Fifteenth Air Force could also send heavy bombers there with new P-51 Mustang fighters supplying protection the entire way.

These long-delayed successor raids, complemented by strikes by the Royal Air Force, resumed the old high-altitude approach. However, the Germans did not defend the oil refineries any less ferociously. Initially, they doubled the number of anti-aircraft guns, set up more smoke generators, and deployed well over 200 fighters to cover Ploesti. Skillful use of decoy fires added to the likelihood of missing the real targets. 222 heavy bombers were lost, as well as fighters. The air attacks in the spring and summer of 1944 accomplished an enormous amount with tremendous destruction on the complex. The Luftwaffe could not replace the planes and pilots lost in battles with the P-51s. On the ground, knowing the war was decided, the Romanians began to abandon Ploesti's air-defense apparatus in the summer months.

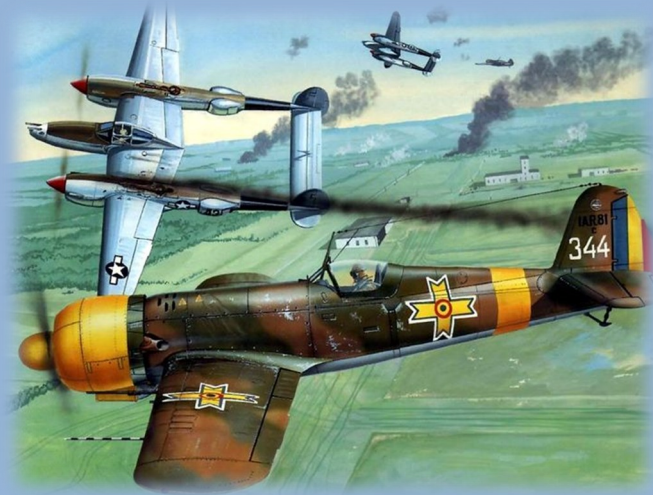
The offensive prompted the overthrow of pro-Nazi President Antonescu by the young King Michael, peace with the Soviet Union, and Romania's quick return to hostilities as an enemy of the Third Reich. The Ploesti oil spigot to the Third Reich, already devastated by the U.S. and British strikes, was cut off forever.

In August, American Mack Fitzgerald's Romanian captors told him and the other flyers they were free. In a daring move by the Romanian aristocrat and ace, Constantin Cantacuzino, he flew Lieutenant Colonel James Gunn, in a stolen



Bf 109 to Italy. After Gunn informed the Americans about the POWs in the Bucharest area, B-17 Flying Fortresses soon arrived there to retrieve Fitzgerald and the others. Some of the famous Tuskegee Airmen also participated in this mission that returned more than 1,100 American airmen. The legacy of the American air war in Romania, often neglected, is still with us. More than 80 flyers who perished in the Ploesti raid or the 1944 missions remain unrecovered.

Over the last few years, the Defense POW/MIA Accounting Agency has been cooperating with the Romanian government to identify, exhume and repatriate their remains. Thus far, several identifications have resulted.



IAR 80 Romanian Fighters vs P-38s

Mark Henry Brown

1911-1941

Canadian Airmen

M.H. "Hilly" Brown DFC & Bar, was the first Canadian pilot to become a fighter ace during World War II while serving with the RAF during the Battle of France. He afterwards flew in the Battle of Britain.

He learned to fly at the Brandon Flying club in Manitoba, and, after passing the required medical, left Canada to join the RAF in May 1936. After completing his flight training, Pilot Officer Brown joined No. 1 Squadron in 1937 and was promoted to flying officer in December 1938. In September, 1939 Brown's squadron was deployed to France as part of the RAF Advanced Air Striking Force. In November Brown was credited with half a kill of a Dornier 17 while flying his Hurricane. In 1940 he claimed his first confirmed kill, a Bf 109. He became the first Canadian pilot to reach ace status in May 1940 shooting down a Bf 109. It is claimed that he was also the first Allied pilot to fly a captured German aircraft – a Messerschmitt Bf 109 – flying it to Britain where it was evaluated. With the French surrender, Brown returned to Britain and was shot down in August 1940, safely bailing out.

In September, 1940 Brown was promoted to flight lieutenant and in October 1941 he was posted to the Middle East. On 12 November 1941, along with Wing Commander Alexander Rabagliati, while operating from Malta, he led a strafing attack on the Italian airfield at Gela in Sicily. Brown's Hurricane was hit by anti-aircraft fire and his plane crashed at the airfield. A little while later, during a raid on Malta, an Italian aircraft dropped a message that Brown had been buried with full military honours.

His DSO Citation: "Since the beginning of the war Flight Lieutenant Brown has destroyed at least sixteen enemy aircraft. On 14th June, when leading his flight on patrol, he encountered nine enemy bombers, two of which were destroyed. Later he attacked nine Messerschmitt 109s, destroying one and driving the remainder off. As a result of bullets entering his aircraft he force landed near Caen, and was unable to rejoin the squadron before it withdrew from France. Flight Lieutenant Brown has shown courage of the highest order, and has led many flights with great success and determination when consistently outnumbered by enemy aircraft.

His record details 17 enemy aircraft destroyed and four shared kills.



408-437 Toronto York Wing RCAFAC

HONOUR ROLL

Lest We Forget

**2001**

	BUR42876	Burnett, Peter.	17 December	MCC07756	McCormack, Fred.
08 November	NEW07795	Newman, Bert.	21 December	PEN7307	Penfold, George

2002

02 March	JAC07735	Jackson, Arthur A.
12 March	RICH47023	Richardson, Bruce.
18 March	MAT44273	Mather, Alex, Sandy.
02 April	MOLL07790	Molland, William.
02 May	GAZ07359	Gazey, Harry.
02 August	MCA15044	McAvella, B.J.
02 October	FUL09461	Fulton, K.R.
27 November	STI07769	Stigant, Ronald F.

2003

08 January	THO27256	Thomas, Gordon Stanley.
23 January	WIL38697	Willis, Jack.
20 February	GLO7363	Glover, William.
22 April	COM44369	Comat, Giorgina.
30 April	MCG07758	McGillicuddy, Hugh Brennan.
27 May	VAL07777	Valley, Joseph.
27 May	COO07335	Coo, J.H.
30 May	ETH07374	Etherington, William.

August

	SEA07764	Seaman, John T.
23 August	JOH107343	Johnson, W.G.
13 November	BUR14316	Burnside, Elward.

2004

24 May	BAR33318	Barber, Verdun T.
24 October	SHE7764	Shelley, Brian

2005

14 March	JES38591	Jesshope, Ernest Fredrick.
13 April	LUC	Luck, Alfred.
	HAS07374	Hasted, Sydney.
06 November	HAU07724	Hauth, Jessie.
09 November	QUI14353	Quinn, Pat.
16 December	SIN44477	Singer, Syril.

2006

13 May	RIC22354	Richards, Fredrick.
31 December	ROB10776	Robertson, Lloyd George.

2007

02 April	SAM50131	Samuels, Maurice.
12 May	COC44370	Cockburn, William.
12 June	SEI07763	Seibert, Bruce Peter.
20 August	MCD10761	McDonald, K.J. Ken.
	Grp/Capt	
25 September	MUR13044	Murphy, Gerald.
28 October	COR73338	Cornbloom, Murray.
28 November	CHA39451	Chase, Carmin.

2008

23 April	MOZ07793	Mozel, Nicholas.
06 July	GRA16363	Gray, Ruth.
	HAR07373	Harvey, J. Harland Charles
		Fox(see below)

2009

16 February	MOO07306	Moore, E Daisey.
14 March	BAI20813	Bailey, Ross Halidas.
07 August	DEN07343	Dent, Donald W.
22 August	LEM01476	Lemmon, Edgar.
07 September	CLA16693	Clarke, Roy.
12 September	CUR07342	Curnoe, William.
15 September	PEN07798	Penny, William S.
29 November	RIC47023	Richardson, Ken.



2010

12 November JEF19527 Jeffery, Jeff.
 22 November GOE32894 Gorgas, George
 12 November JEF19527 Jeffery, Jeff.
 01 December MAR07749 Martin. Ed.

2011

17 January LLO07742 Lloyd, William.
 26 January WRI07787 Wright, John.
 01 February CON09644 Connolly, Betty.
 02 April FLA07351 Flatt, Donna.
 20 April FLA07351 Flatt, Peter.
 OYS45593 Oystriick, Fred.
 18 July NIC07814 Nichols, Howard A.
 02 October WIL44274 Wildman, Ernest Arthur.
 05 December CAH10796 Cahan, Jeanne.
 11 December PHI49815 Phillips, George A.
 21 December CON09644 Connolly, Glen

2012

12 January MAC18261 MacKellar, Douglas.
 06 September ELL28511 Ellis, Ross.
 20 September CAR07331 Carter, Nick.
 30 October GAY43231 Gay, Elmer.
 11 December HII22791 Hill, Ken.

2013

04 January HEN07728 Henderson, John
 08 January McR28341 McRae, Grant
 19 January BAR07316 Barnett, R. Victor
 17 March MAX25588 Maxwell, Ernest.
 18 June MCG17479 McGuffin, Jim.
 29 June ELL50134 Elliot, Don.
 01 July HER21333 Herbert, R A. (General)
 09 August KAR368860 Karatsis, Dimitirs.
 25 November BEN28485 Bent, James.
 04 January HEN07728 Henderson, John
 13 January MCR28341 McRae, Grant
 19 January BAR07316 Barnett, R Victor

2014

25 April POI38372 Pointer, Ronald
 28 May ROM07760 Romansky, Alex.
 08 June COL34824 Cole William.
 04 August SHU49849 Shulman Hy
 22 December SMI30603 Smith, Harry

2015

06 January RIT50852 Ritchie, David.
 20 June MAS23427 Maslen, Robert.
 20 July CAH10796 Cahan, Jack
 27 September 155980 Huck, Gordon.
 20 October WEB343670 Weber, George Dr.
 06 December MAR209880 Martin, George F.
 28 December RVP RCAFAC Cuffe, Gerry.

2016

07 January ROD07807 Rodmell, Roy
 21 February KEW07740 Kewen, Charles Causon.
 29 May 055050 Carrey Willie
 06 August 125550 Goodwin H. Terry Flt (DFM DFC)
 October 216490 McCreith T, John
 11 November 152500 Holliday, Robert (Maj)
 1930hrs

2017

02 February BRE42874 Breton, Helen (age 92)
 05 March 252800 Osborn, Geoffrey
 06 July PEA40141 Pearson, Fred

2018

01 February HR07372 Harvey, John (Orillia)
 05 September 057080 Casson, Charles (Chuck) F/L
 02 September 069370 Cook, Alex
 19 April 349410 Wilcox, Frank

2019

16 January 157730 Hunter, Gordon
 27 February 603670 Marion, Jacques
 11 October STE25839 Stevens, Fred



2020

May 287422 Rubin, Al
24 May 338550 Wallace, Albert (Al) (100th year)
21 December 62800 Clarke Charles



We will remember them...



