

2020 **HAPPY NEW YEAR!** 2021



Royal Canadian Air Force Association RCAF 441 (Huronion) Wing Newsletter – January - March 2021

Vol 5 Edition 1



1. RCAF Mission Statement:

The Royal Canadian Air Force Association is a national aerospace and community service organization that commemorates the noble achievements of the men and women who have served as members of Canada's air forces since its inception; advocates for a proficient and well-equipped air force; and, supports the Royal Canadian Air Cadet programme.

2. Chairman's Message:

In saying farewell to 2020, its passing will surely be heralded with relief, as we hope more ardently than ever that the New Year will allow us to return to more normal routines. We should refuse to give in to despair or fall prey to depression. I remain hopeful - not optimistic which is a naive and silly mentality - but realistic that life may continue to be tough for a time, but in the end, we will get through this pandemic and be better for it. We should have an attitude of hopeful realism and face the brutal facts of our situation but be ever positive that we shall overcome it as our parents and grandparents did during their times of tribulation. Vaccines are now being distributed and it is only a matter of time before the light overcomes the darkness. I want to wish all of you a safe, healthy, and happy New Year.

3. Last Flight:

The oldest member of 441 (Huronion) Wing passed away on 05 December, 2020 in his 101st year. Pilot Officer (ret'd) Thomas George Leonard, RCAF #R83607, joined the RCAF as ground crew on 25 November 1940 and transferred to aircrew in 1942, training at No. 1 Bombing and Gunnery School at RCAF Station Jarvis, ON, as a Navigator "B" (Bomb Aimer before moving on to Air Navigation School, which he completed at No. 10 Air Observer School in Chatham, NB. He also did some of his aircrew training in PEI prior to shipping overseas to the UK on 26 May 1943. After conversion training on Wellington Mk 13s at RAF



Haverfordwest, Wales (# 3 Operational Training Unit), he served with 8 Sqn in Aden (Yemen). His Sqn was responsible for covering the eastern portion of the Indian Ocean, and its sister squadron, 244 Sqn, was responsible for covering the western portion of the Indian Ocean. He was in the Gulf from November 1943 until January 1945. Thomas demobilized from the RCAF in March 1945. Thomas joined our Wing in 2005.

4. Honours and Awards: Sovereign's Medal for Volunteers (SMfV):

As mentioned in an earlier edition of this Newsletter, Greg Merrill was awarded the Sovereign's Medal for Volunteers by her Excellency Julie Payette, the Governor-General of Canada on the 6th of February. Due to COVID, his request to have the medal presented by the Honourable Elizabeth Dowdeswell, Lieutenant Governor of Ontario, was delayed until recently. In mid-December, Deputy Chief Robin McElary-Downer, Chief Aide de Camp to the Lieutenant Governor of Ontario, presented Greg with his SMfV medal at his home in Midhurst.



The citation for his well-deserved medal reads, “Greg Merrill has worked with the Ontario Provincial Committee of the Air Cadet League for more than 12 years, where through various positions at the local, regional and provincial level, he has helped run the tow aircraft and gliders programs and managed acquisitions and maintenance. He has also been advocating for better resources and services for members of the Veteran’s Club of Barrie.”

5. Major Terry Barton Retires from RCAF after 43 Years of Service:



Major Terry Barton, CD (centre) was presented with his Certificate of Service by 16 WComd Colonel Pascal Godbout and 16 Wing CWO Lisa Harvey at his “Depart with Dignity” ceremony at the Waterloo Officers’ Mess on 30 September, 2020. Best wishes to Terry, Karen and their family as he enters the next phase of his life. (Photo credit – 16 Wing Imagery)

6. Seventy First Investiture for the Order of Military Merit:

On 11 December, 2020, WO Mieszko Jachyra-Cmolassowski, MMM, CD, the former 16 Wing WCWO’s Assistant and MWO (ret’d) Jason Houle, MMM, CD, from CFSATE were named as Members of the Order of Military Merit. Both gentlemen are particularly deserving this rare honour. Members of 441 Wing had worked closely with WO JC while organizing the Battle of Britain ceremonies during the last few years. He is now in Ottawa working as a CH149 Technical Support Specialist on the Search & Rescue Cormorant Program (SARCORP) at DAEPM (Maritime). (Photo credit – 16 Wing Imagery BM04-2017-0431-08)



7. Fund Raising:

I would like to thank everyone in the Wing for supporting our fundraising efforts, but in particular, Les Ball and Michael O’Shea deserve special mention for organizing the sale of the “\$100 a Month Draw” and the “Dinner for Two Anywhere in the World Tickets”. With help from Wing members, Les managed to sell all 300 tickets for the 2021 draws prior to Christmas and he is ready for the first draw on 12 January, 2021. The funds from sale of the tickets support the two Royal Canadian Air Cadet Sqns that we sponsor in Barrie (102 Silver Fox Sqn) and Wasaga Beach (714 Sqn).

The winners of the twelve draws for the “\$100 a Month Draw” for 2020 are:

January – Donald Levedag;	July – Kay Broadhurst;
February – Allister ‘Mac’ MacDonald;	August – Michael O’Shea;
March – Dave Wismer;	September – Katie George;
April – Megan Kulkarni;	October – Andrea Sloan;
May – Travis Gaudet;	November – Michael Kirk; and
June – Pierre Pigeon;	December – Andrea Sloan.

For the “Dinner for Two Anywhere in the World Tickets”, we sold 14 books for a total of \$1,450 so we will receive at least \$725 from the Kiwanis Club to support the Air Cadet Sqns. For the 2021 draw on 1 January, the winner will have until the end of 2023 to take their trip due to the impact of COVID 19.

8. Upcoming Wing Activities:

COVID 19 has impacted many of our regular activities. Below is the current status of planned RCAF Assoc 441 Wing events.

<u>Date</u>	<u>Event</u>	<u>Status</u>
12 Jan 21	Virtual Wing Director’s Meeting via Zoom • Note: There will be no General Meeting	1900 hours
09 Feb	Wing Meeting (TBC) – Guest Speaker MGen (ret’d) Duff Sullivan re Selecting Canada’s Next Fighter Aircraft	TBC
09 Mar	Wing Meeting (TBC) – Guest Speaker Art Cameron	TBC
13 Apr	Wing Meeting (TBC)	TBC
Apr	Charter and Awards Dinner?	TBC
7-9 May	RCAF Association National AGM 2021 in Kingston	TBC
21-23 May	RCAFA Ontario Group AGM 2021 at 447 Wing in Mount Hope.	TBC

9. RCAF 96th Anniversary Pins:

Following a well-established Borden tradition, commemorative pins were produced last year to mark the anniversary of the birth of the Royal Canadian Air Force on April 1st, 1924. The tradition of producing buttons or pins featuring a different theme aircraft each year goes back more than three decades in

Borden, "Birthplace of the RCAF." Today, the tradition is kept alive through the efforts of RCAF 441 (Huron) Wing, RCAF Association - Barrie.



As 2020 marked the 50th anniversary of the CC-137 (Boeing 707) transport aircraft coming into service with the Canadian Armed Forces, we are paying tribute to those who flew, maintained, and served on-board this aircraft. Between 1970 and 1997, the CC-137 provided long range passenger transport for the Canadian military, VIP transport for government and air-to-air refueling for fighters such as the CF-116 Freedom Fighter and CF-18 Hornet. It was replaced by the Airbus CC-150 Polaris in the transport role and much later in the tanker role.

There are only 52 of the RCAF 96th Anniversary pins left. They are now for sale at \$5.00 each (+ shipping) through RCAF 441 Wing. Note that a small selection of previous years' pins are also available. Contact Norm Marion, (705) 686-3941, norm.marion@amtelecom.net

Discussion concerning the RCAF 97th Anniversary pins will take place at the virtual Director's meeting on 12 January, 2021.

10. The Mystery of the Lake Simcoe Lancaster – Can you help?
By Murray Conley:

In the fall, Chairman Bill asked for project suggestions for the Wing to get involved in. What follows may be something that would fit the bill.

While I was involved in the Lancaster FM-104 project at Edenvale a couple of years ago, I was approached on 3 or 4 occasions with the question, "Was I aware that a Lancaster had crashed in Lake Simcoe during the War?". I had no knowledge of such an event and I mentioned that I had reviewed the final disposition of all of the RCAF's Lancasters and that there was no indication that one had crashed in the lake. I did a quick Google search but didn't find any information on the matter.

Of interest though was the item that appeared a few years back in the Barrie Citizen and on the local TV news that a teenage boy had found an instrument panel from an aircraft on the shore of Lake Simcoe south of Orillia. Any connection to the legend of the Lancaster? Who knows?

Thinking that this may be of interest to Wing members to do some digging into, it occurred to me that when I was in Camp Borden in '53, that there were two Lancasters on the ramp that were used as training aids for the Rigger and Fitter students at 2TTS. I asked friends awhile back if they knew what happened to the

aircraft, but none had any knowledge of them, although one mentioned that he heard that someone had purchased them and flew them from Borden.

Now this is only speculation on my part, but one would have to ponder the thought that an aircraft that had been taken apart and put back together many times over, would probably not get very far on its next flight. Let's say a nearby lake in which to ditch the faltering hulk? Hmmm? One thing that I did not do though was to check the civil registry for any Lancaster that may have crashed in this area. If the two aircraft were flown from Borden, they would have to have had a civilian registration.

If you think that that research about this mystery of the Lake Simcoe Lancaster would be a worthy tale to chase down while you are in isolation waiting for your COVID-19 vaccination, then please add your words and thoughts to the conversation. Please send them to me at: fayeandmurray@gmail.com

Happy New Year to all, Murray

11. CF-104G “Starfighter” “Flush Riveted...&...Speed of Heat” by Captain (ret'd) A B (Art) Cameron

The “104” was a 2nd generation jet fighter aircraft that had a wide range of useful roles. During its time with the RCAF/CAF, its primary role was in fulfilling Canada's commitment to NATO during the Cold War period. I was privileged to fly the “One Oh Four” from 1966 to 1969 as a member of 422 Strike/Attack Squadron, 4 Wing, Baden-Soellingen, West Germany. This was a Strike (Nuclear Weapon) Attack (Conventional Weapons) Squadron, one of six. There were also two Photo Reconnaissance Squadrons that had weapons training but did not have a “QRA” (Quick Reaction Alert) status which the Strike/Attack Squadrons maintained on a 24/7 basis, two aircraft per Squadron on 10-minute alert to being airborne with a nuke tucked under the belly of the CF-104.

The “One Oh Four” was very stable and an exceedingly fast low level platform in the European skies, in fact the fastest. It flew through ground turbulence like a hot knife through butter, was going exactly where it was pointed and would arrive there about 3 times faster than one would guesstimate. One had to adjust ones thinking accordingly. There was no looking back to see where you were nor much in the way of gliding time should the trusty General Electric J-79 power plant decide to pack it in. Thinking ahead of the aircraft was essential for completion of a successful flight in the 104. Some might call that an unforgiving aircraft but I would disagree. You simply had to be ahead of the game or you were counted out and become a statistic. It also had excellent cockpit visibility which in addition to its low-level high speed, added to its suitability as a Reconnaissance aircraft.

The “G” model of the 104 had a beefed up airframe to withstand the ground turbulence fatigue factor and a Litton 3 INS (Inertial Navigation System) that was gyro driven and worked in a square grid pattern of “X” & “Y” coordinates. Its acceptable hourly error rate was about 1.6 NM/hr and was difficult for pilots to reset should they land other than back at home base. However, it did a pretty good job of providing stabilization for the AHI (Artificial Horizon Indicator) and the Radar. The radar was optimized for ground mapping and had a horizontal line on each side of the radar screen that displayed bank angle but not pitch. The main AHI was a 360 sphere with the compass displayed around the equator and the 30-degree longitude lines running to either poles. Very useful to do aerobatics with...or part and parcel of the LADD (Low Angle Drogue Delivery) nuclear weapons attack procedure. Please see: www.laddweaponsdelivery.com

With only about 7 feet of very thin wing, the CF-104 was not a turning aircraft such as many other 2nd generation fighters were. These included the MiG-21, Mirage 3, Lightning, F-4 Phantom, etc. but it had tremendous climb capabilities and held the world record for many years. So if caught in a fighting situation, you could simply go full A/B (After Burner) or as the Brits would say Reheat, and go vertical, disengage and come back in out of the stratosphere...and preferably the sun and win the fight. The other option was to simply run away as it was the fastest low-level aircraft around. In place of the M-61 Gatling gun, which was replaced when the Nuke role was abandoned, it had an extra fuel tank to allow for deeper penetration into enemy territory.

While the 104 could go a little bit beyond Mac 2.0 at altitude, the limitation was a function of skin temperature on the engine intakes and compressor and not a function of thrust from the J-79 engine. There was a temp probe in the fiberglass intake shock cone that turned on a red “SLOW” light in the cockpit when the probe reached 141 C due to friction heating of the air. At low level, the 104 was restricted by airframe loading in the much denser air. Although still supersonic, this limitation occurred at 750 KEAS which approximated M 1.135 on a standard 15C day. At sea level or close to 900 mph.

Near the end of the 104's time in the RCAF in NATO, the Litton 3 was replaced with a digital LNS (Laser Navigation System i.e. laser ringed gyros versus inertial gyros) that operated with a spherical map using Longitude & Latitude coordinates that were global. This made the Conventional Weapons role a lot easier and allowed for mission planning in the air versus the manually intensive preplanning that the LN - 3 required. This made the aircraft much more responsive in Close Air Support requirements of the troops on the ground. A midair refueling capability would have added to loiter time and/or range of operation but was not needed in the European theater of operations.

To sum up, one “One Oh Four” with a Nuke equated to 1,000 Bombers of the Second World War in terms of fire power and it had 100% accuracy and was unstoppable in all weather conditions. In visual conditions, targets were

approached at less than 50' above ground and at M0.85 or in case of larger weapons M0.90 to allow sufficient escape distance from the heat wave coming from the atomic burst. In instrument weather conditions and nighttime, 500' was the upper limit of approach altitude so well within ground radar clutter but it required using the onboard mapping radar for target acquisition which could attract some enemy attention.

It is a thrilling aircraft to watch flying and beautiful to fly. The airspeed was directly connected to the throttle and was exceptionally responsive. It was not an easy aircraft to perform an airshow with due to its wide turning radius primarily due to the higher speeds at which it best flew. For example, doing a loop would take over 5,500' of altitude. You simply can't stay in front of a crowd with it so it was not often displayed in airshows. However, the noise of the J-79 was very distinctive and will always remain dear to the hearts of "One Oh Four Pilots" and many Ground Crew who performed late night engine run-ups in the test facilities at the air bases from where it was flown. It was said to have caused high birth rates among Squadrons so equipped...but this has not been proven.

12. RCAFA Ontario Group Newsletters Available on our Wing Website:

Our Wing has one of the best and most informative websites of any RCAFA Wing. This is due to the diligence of Joep Diening, who spends much of his own time ensuring that it is up-to-date and relevant. One feature that attracts readers throughout our Association is the collection of current and archived Wing Bulletins and Newsletters from the Ontario Groups Wings. These can be viewed at this link: <https://www.rcaf441wing.com/434-wing-newsletter-links>

13. New Names for Canada's Junior Naval Ranks:

Effective 4 September, 2020, the designation for the Navy's Junior NCMs was changed as follows:

<u>Former Term</u>	<u>Current Term</u>
Ordinary Seaman	Sailor Third Class
Able Seaman	Sailor Second Class
Leading Seaman	Sailor First Class
Master Seaman	Master Sailor

The remaining rank designations for the Navy remain unchanged at this time.

14. New Chief of the Defence Staff Named:

Vice-Admiral Arthur Gerard McDonald, CMM, MSM, CD is the Commander of the Royal Canadian Navy and Chief of the Naval Staff. On 23 December, 2020 the Prime Minister announced that he is the Chief of the Defence Staff (CDS) Designate of the Canadian Armed Forces and will take over as CDS from General Jonathon Vance during the week of 11 January, 2021.

15. Contact Information:
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New Wing E-Mail Address: 441wing.rcafa@airforce.ca
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 Facebook: <https://www.facebook.com/441Wing/>
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16. 441 Wing Board of Directors (BoD)/ Executive for FY 2020-2021:

POSITION	NAME	PORTFOLIO(S)
Chairman	Bill Sergeant	Newsletter, H&A Committee Member
Deputy Chair	Wally Capsticks	Special Events, H&A Committee Member
Treasurer	Andrea Sloan	Membership Chair / 16 Wing Liaison O
Secretary	Andrew Galton	Honours and Awards Committee Chair
Deputy Treas	Michael O'Shea	Fund Raising/Special Projects
Director	Gerry Pepler	RCAFA Ad Astral Project Board Chair
Director	Art Cameron	RCAFA Ad Astral Project BoD Member
Director	Murray Conley	Director of Ceremonies
Director	Joep Dening	Wing Web Master
Director	Norm Marion	Public Relations / FaceBook
Director	Randy Rice	Veterans Groups Liaison
Wing Padre	Rev Doug Crocker	Wing Padre