

Wing Mate

Newsletter 408-437 Wing

Royal Canadian Air Force Association of Canada

CF-101 Voodoos



February  2024

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.

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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.



General Meetings

Sheppard Ave. Legion Building

Monday, February 12

Movie Night

* * *

Tuesday, March 11

Speaker: Terry Sleightholm

President's Report



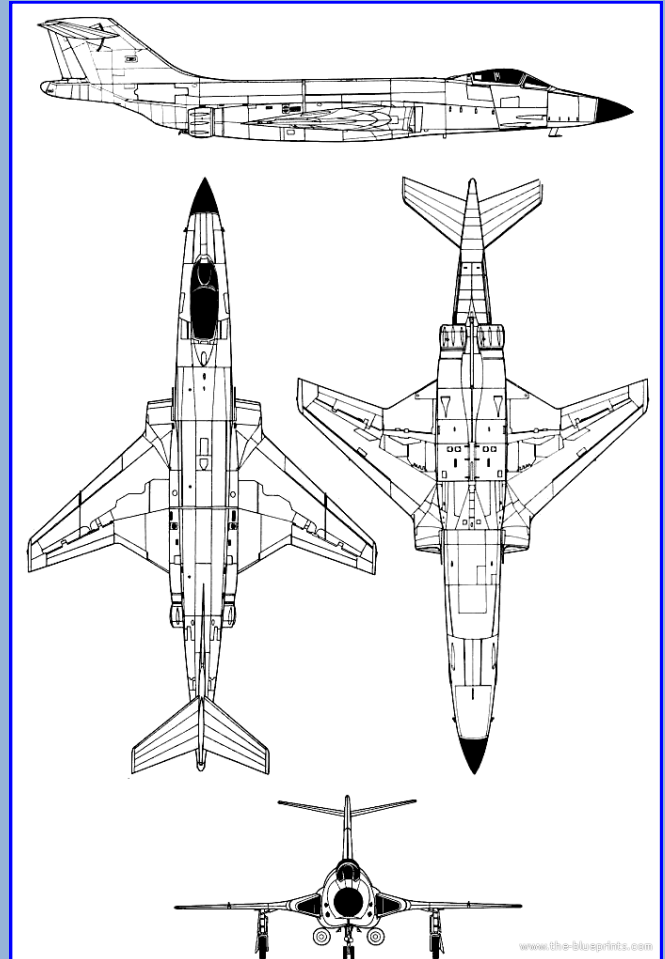
Dear Members,

There will be a **General Meeting** on **12th February** weather co-operating. The theme for the evening is a movie night, 'Last of the Summer Wine,' and a gossip session, and, of course coffee and sandwiches. Please take the time and join in if you are able.

Living in Toronto, I affectionately think of it as a 'world class sewer', for good reasons. I use the TTC as a last resort, it seems almost every occasion I use the subway system there is always a delay for this or that. Is it just me? The last occasion, having to go downtown, the land of bike lanes and mortgageable parking fees if you can find a space, I also avoid as much as possible, on the way back for some unexplained reason the subway stopped and sat at one of the stations, oh, for about 8 minutes, with no announcements, which is unusual. Without warning the driver surfaced and informed all, that the car was now out of service; sorry everybody . . . off now please! Surprise! And proceeded to walk the length of the train shooing people off. This in itself was humorous because as he moved down the car it was sort of filling in behind him. If you have never had the experience these trains are continuous, about 50 yards or so long. After about 5 or 6 minutes the driver came rushing back to return to his lair. But before he entered, he stopped to make what seemed like an urgent call. Of course the platform was now at capacity plus. Another five minutes and a harried looking Supervisor materialized. Problem solved; the 'Top Gun' locked himself out of the cockpit. Just another day in paradise.

Recently I forwarded to you a memo from our regional executive regarding a Cairn that is planned. It is to commemorate RCAFAC Wings past and present in Ontario for the 100th Anniversary of the Air Force. Donations are being solicited and are needed to accomplish this. This Wing has committed \$500. Personal donations are welcome.

Nick Czernkovich



Voodoo Cockpit

818 Toronto Falcon Squadron Royal Canadian Air Cadets



110 Black Hawk Squadron Royal Canadian Air Cadets



Jackie Johnston



Cécile Thompson



Returning to Training in 2024 we are entering competition season and for the first time in over a decade we have teams competing in all of the major competitions. Last year we restarted our drill team with a bunch of new, eager cadets who stole the show at our ACR with a 5 minute routine that showcased their dynamic skills. This year we brought on a young enthusiastic band officer who put a group of musically inclined cadets together to resurrect 818's Band. They are working extremely hard, lead by flautist WO2 Park and French horn player and Drum Major FSgt Yang. In March and in May both groups will be competing in the Band and Drill competitions looking to gain experience and measure their skill against other veteran teams. Our Marksmanship Team and Effective Speaking Team are not new; we had cadets participate in competitions last year and did very well. At the end of February our Marksmanship Team is taking a team to the Area Competition and are looking to improve in the standings from last year. This is a very busy and exciting time for our cadets. These teams have worked very hard over the last 5 months to prepare for these competitions so please wish them luck and I will keep you updated on their progress.

110 Black Hawk Squadron Sponsoring Committee put together a 50th Anniversary reunion dinner on 4 November 2023. It was a night to remember, hosting former cadets, civilian instructors and former/present officers. The evening was filled with acknowledging and honouring alumni cadets from each era. One memorable part of the evening was being able to present a few former cadets from 1970's with a squadron coin. One of those members was Major (ret'd) Jim Czirjak who served with the Royal Canadian Air Force for 20 years. Maj (ret'd) Czirjak talked about Esprit de Corp, setting the foundation for future generations and for him the air cadet program stimulated an interest in the CAF. The room was filled with so many successful people too many to mention, however there was no shortage of reminiscing, laughing and definitely creating new memories. We are looking forward to continuing with our Spirit, Effort, Success as the current cadets forge their paths in the coming years.

On behalf of 110 Black Hawk Squadron, Commanding Officer Kita Williams, Squadron Sponsoring Committee, Officers, Civilian Instructors and cadets we wish everyone a Happy New Year and hope 2024 brings health and happiness.

Daryl Abbott
Captain
CO 818 RCACS



Helena Briand, CD, Squadron Sponsoring Committee Chair

McDonnell F-101 Voodoo

Development of the F-101 commenced during the late 1940s as a long-range bomber escort or *penetration fighter* for the USAF and Strategic Air Command. It was also adapted as a nuclear-armed fighter-bomber for the USAF's Tactical Air Command and as a photo reconnaissance aircraft.



Test pilot Robert C. Little standing in the cockpit of the McDonnell F-101A Voodoo, after its first flight, 29 September 1954.

In 1954, it performed its maiden flight. The F-101A set a number of world speed records for jet-powered aircraft, including fastest airspeed, attaining 1,207.6 miles per hour in December 1957.

The F-101B Voodoo required extensive modifications to add a large radar to the nose of the aircraft, a second crew member to operate it, and a new weapons bay using a rotating door that held its

four Falcon missiles or two Genie rockets hidden within the airframe until it was time to be fired. The F-101B entered service with USAF Air Defense Command in 1959 and with the RCAF in 1961.

While the Voodoo was a moderate success, it may have been more important as an evolutionary step towards its replacement in most roles, the F-4 Phantom II, one of the most successful Western fighter designs of the 1950s; the Phantom would retain the twin engines, twin crew for interception duties, and a tail mounted well above and behind the jet exhaust, although it was an evolution of the F3H Demon while the Voodoo was



developed from the earlier XF-88 Voodoo.

The Voodoo's career as a fighter-bomber was relatively brief, but the reconnaissance versions served for a longer period. Along with the Lockheed U-2 and US Navy's Vought RF-8 Crusaders, the RF-101 reconnaissance variant of the Voodoo was instrumental during the Cuban Missile Crisis and saw extensive service during the Vietnam War. Interceptor versions served with the Air National Guard until 1982, and in Canadian service, they were a front line part of NORAD until their replacement with the CF-18 Hornet in the 1980s. The type was operated in the reconnaissance role until 1979. US examples were handed off to the USAF Air National Guard where they were operated until 1982. The RCAF Voodoos were in service until 1984.

MCDONNELL Aircraft Corporation
Manufacturers of PLANES · PARTS · PLASTICS ★ SAINT LOUIS - MEMPHIS ★

The Voodoo replaced the obsolete Avro CF-100 Canuck in the RCAF's all-weather fighter squadrons. The Voodoo's primary armament was the nuclear AIR-2A Genie unguided air-to-air rockets, and there was significant political controversy in Canada about their adoption. Although they never fired a weapon in wartime, the CF-101 served as Canada's primary means of air defence from Quick Reaction Alert facilities at Canadian airbases. Canadian Voodoo operations finally concluded in April 1987 and on their retirement, they were replaced with McDonnell Douglas CF-118 Hornet fighters. Many examples are preserved in museums and parks in Canada and the USA.

The first deliveries of Voodoos to Canada took place under the designation *Operation Queens Row* between July of 1961 and May of 1962. The delivery included 25 F-101B-115-MCs and 31 F-10B-120-MCs, all produced in 1959, and ten F-101F two-seat operational trainers, including four F-101F-116-MCs and six F-101F-121-MCs. RCAF CF-101Bs and CF-101Fs were assigned new Canadian serial numbers using the last three digits of their USAF serials prefixed by the number 17. The first 45 CF-101Bs and CF-101Fs entered operational service on 13 Nov 1961 with No. 410 "Cougar" Squadron based at Ottawa. Voodoos were flown by No. 409 "Nighthawk" Squadron based at Comox, B.C. No. 414 "Black Knight" Squadron based at North Bay, No. 416 "Lynx" Squadron based at Bagotville, Quebec, and No. 425 Squadron "Alouette" Squadron based at Chatham, New Brunswick.



Loading a nuclear AIR-2A Genie un-guided air-to-air rocket. This weapon had the capability of being armed with a nuclear war-head.



A practice, blue-coloured inert Falcon air-to-air missile, CFB Bagotville, Quebec, 1975



VOODOO



61-84

CF-101 VOODOO
416 Lynx Squadron





A Voodoo from No. 425 "Alouette" Squadron, CFB Bagotville, intercepting a Soviet Union Tupolev Tu-95 Bear bomber flying near the buffer zone that NORAD monitors around North America.



The Winnipeg Jets new alternate jersey inspired by the RCAF Flyers team that won a gold medal in 1948

Early Versions of the Voodoo



XF-88

The XF-88 in 1947 was an early version of what would become the Voodoo. Its twin Westinghouse engine lacked thrust and performed in a disappointing manner. Oddly enough in 1949 the XF-88B was equipped with twin J34 turbojets as well as an Allison turboprop engine.

These two prototypes were eventually scrapped.

The F-101A had its first flight in 1953. It broke Mach 1 with new Pratt & Whitney J57-P-13 turbojets.



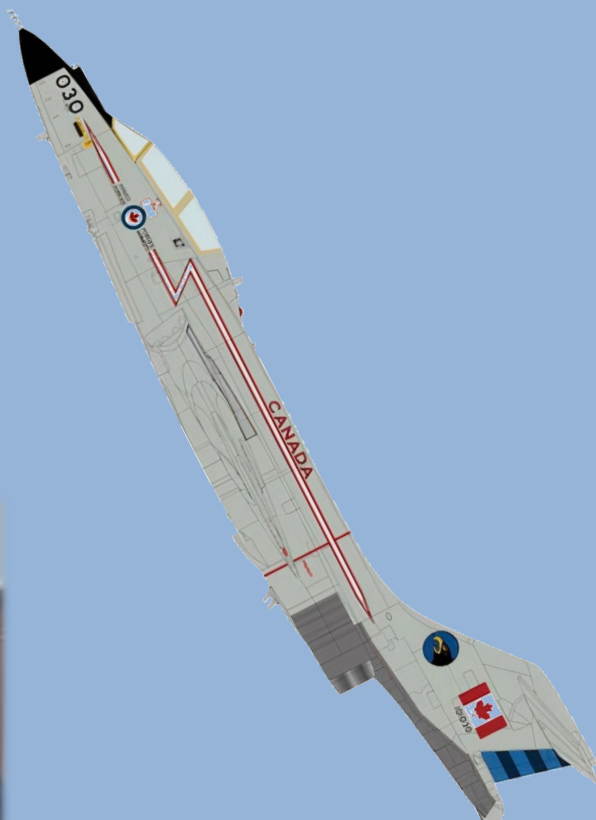
XF-88B



F-101A

William Stewart Hamilton

William Stewart (Stew) Hamilton in his 100th year, passed peacefully in his sleep on January 14th, 2024. Born November 4th, 1924 to parents Edward and Evelyn Hamilton in Park Head, Ontario, Stew was predeceased by his beloved wife Gloria, and brothers Harold, Ronald, Stanley, and Wray. Stew enlisted in the Royal Canadian Air Force in London Ontario in September, 1942. He was honorably discharged in September, 1945. Survived by nieces and nephews Stew was always known as, "the fun uncle". He will be missed. Cremation has occurred and internment will take place in



Quiz: RCAF Jets



1. CF-18 Hornet
2. CF-105 Arrow
3. CF-100 Canuck
4. CT-33 Silver Star
5. CF-101 Voodoo
6. CF-86 Sabre
7. F2H-3 Banshee
8. DH-10 Vampire
9. CF-104 Starfighter
10. CF-5 Freedom Fighter



Canadian Pilots of Note

Joseph Stewart Temple Fall DSC, AFC 1895-1988

Joe Fall was born on a farm on Vancouver Island. Rejected by the army due to an early head injury, he enlisted in the Royal Naval Air Service and sailed to England to train in 1916. At that time the training plan in Ontario had not begun.

He flew a Sopwith Pup and had his first victory in April 1917. He would go on to shoot down 10 more of the enemy until switching to the Sopwith Camel. Fall claimed 11 victories with the Pup and a further 23 with No.9 Squadron flying the Camel.

In 1918 he joined the School of Aerial Gunnery and Fighting at RAF Freiston. As Acting Squadron Commander until the war's end.

Fall stayed in the new RAF as Squadron Leader from 1929 to 1931 when he was promoted to Wing Commander in 1936 and temporary Group Captain in 1940.

He retired in 1945 and died in 1988.



Sopwith Pup



Sopwith Camel





Distinguished Service Cross

Flt. Sub-Lieut. Joseph Stewart Fall, R.N.A.S.

For conspicuous bravery and skill in attacking hostile aircraft.

On the morning of the 11th April, 1917, while escorting our bombing machines, he brought down three hostile aircraft. The first he attacked and brought down completely out of control. He was then attacked by three hostile scouts who forced him down to within about two hundred feet of the ground. By skilful piloting he manoeuvred his machine close behind one of them, which was driven down and wrecked. Shortly afterwards this Officer was again attacked by a hostile scout, which he eventually brought down a short time before recrossing the lines. He then landed at one of the aerodromes, his machine having been riddled with bullets from the hostile machines, and also by rifle fire from the ground.

