



Royal Canadian Air Force Association RCAF 441 (Huron) Wing Newsletter – June - July 2021

Vol 5 Edition 3



1. RCAF Association 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 program.

2. Last Flight – Portraits of Honour artist Dave Sopha:

May 18, 2021 by CambridgeToday Staff

Dave Sopha's work gained international attention when he created the 'Portraits of Honour' mural in 2011 when he completed it and accompanied the oil painting on a cross-Canada tour. The 42' wide and 10' high canvas took Sopha over 10,000 hours to create and features the portraits of the 158 Canadian Soldiers, Sailors and Aircrew who lost their lives in Afghanistan. In the centre of the painting, Sopha placed a white dove, symbolizing peace, love and serenity as well as the passing of the soul from earth to heaven.



Portraits of Honour artist Dave Sopha, MSM, KStG, HRF, lost his battle with cancer on 16 May, 2021 in Cambridge.

3. 16 Wing Borden – Changes this Summer:



Col Lysane Martel, CD

Col Lysane Martel, CD took command of 16 Wing from BGen (select) Pascal Godbout, CD on Thursday, 13 May. She is an Aerospace Controller and has been carrying out her duties at 2 Canadian Air Division in Winnipeg as the Director of Air Force Professional Development. She will hand over command to Col Darryl



BGen, Pascal Godbout, CD

Taylor on 30 June, 2021, when he arrives from his current posting at the USAF Air University in Maxwell, AL, USA.



In addition, CWO Lisa Harvey, the 16 Wing CWO and a member of 441 Wing, will be retiring from the CAF this summer and moving to 8 Wing Trenton to be with her partner CWO Laurie Moore. CWO Harvey will be handing over to CWO Geoff Rusconi. The date of the Change of Appointment date is to be confirmed. Other Wing changes are Deputy Wing Commander, LCol Jen Morrison, will be transferring to the Primary Reserve and handing over command to LCol Trevor Cadeau. CFSATE SCWO, CWO Will Kuseler, will be handing over to CWO Mike Boland. The RCAF Academy SCWO, CWO Steve Bates, will be handing over to CWO Bob Peldjak.

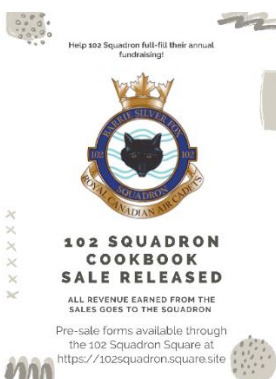
4. Honours and Awards: The 2020 awards would normally have been handed out at our Charter & Awards dinner, but have been delayed due to the pandemic. H&A Chair Andy Galton is working on a plan to present those awards.

5. Thank you to Jim Purchase:

As some of you may be aware, Jim and Marg Purchase will be moving to the Ottawa valley on 3 June. The Wing wishes to thank Jim for his numerous contributions to our Wing over past 13 years. Jim has actively supported 441 Wing as its President (2011-13), as a Director, and the “Sick and Visiting” coordinator. He has ensured that the Wing has been effectively administered, had a suitable place to meet, and has been inclusive to all its membership. Jim’s hard work, energy, compassion, and dedication are greatly appreciated by all members of 441 Wing.



6. 102 (Barrie Silver Fox) Squadron Update:



The much anticipated 102 Silver Fox Sqn cookbook is ready to be ordered. There is an option to have the books shipped. Please click on the link below to take you directly to the purchase site. If you would prefer to order another way, please e-mail Cadet Sgt Andrew Erb <cdterb@yahoo.com>. He will assist you. For those members of our Wing have pre-ordered copies you still have to use the link to order one. There is a full-page ad in it that 441 Wing has taken out as well as other ads that members of our Wing have taken out too.

<https://102squadron.square.site/>

The Commanding Officer and Sponsoring Committee Chair of 102 (Barrie Silver Fox) Squadron Royal Canadian Air Cadets cordially invite you to attend their **79th Annual Ceremonial Review** on Saturday, June 5th, 2021 on the Sqn's YouTube channel (search for 102 Squadron on YouTube). It would be great to have a large cadre from our Wing attend virtually to support the Cadets and see the wonderful accomplishments of your Cadets. Please be signed on by 0900 hrs by clicking this link if you wish to view it.
<https://www.youtube.com/channel/UCAc8Ho-YRAfxegMEQd7Lpnw>

7. Happy Birthday to two RCAF Veterans of the Second World War:



Art Stiff, a Hurricane pilot celebrated his 99th on 28 May 2021 at Wood Park Retirement Home, Barrie



George Kelley of Saint John, NB, will celebrate his 103rd birthday on 31 May, 2021

8. Wing Fund Raisers:

Wing member Raywin Raaflaub is working on fundraiser for the Wing. He has a collection of 160 aviation related books that he is looking to sell and the funds received will be donated to the Wing. If you need one or know someone who would like to purchase the books, please let Raywin know.

The winners of the draws so far for the "\$100 a Month Draw" for 2021 are:

January – Kosten Hebb #163; April - Andy Dockerill – #108; and
February – Les Ball #200; May – Dave Wismer – #241.
March – Sherry Tobin-Green #076;

Dave Wismer kindly donated his winnings back to the Wing. Thank you Dave.

9. RCAF 441 (Huron) Wing Membership Renewal

441 Wing's membership year ends on 30 June, so once again it is a time for renewals! The renewal fee has not changed from last year, so it is still

Single Membership: \$70

Dual Membership: \$100

Please send your cheque made out to RCAF 441 (Huronion) Wing to our Membership Chair, Andrea Sloan at her home address:

77 Violet Street
Barrie, ON, L4N 9N3

The Wing does not have a capability to receive e-transfer or credit card payments. For those who have already paid or who have a long-term membership she will confirm with you by separate e-mail and will mail a receipt. The due date is 30 June, but there is some flexibility if a later payment date is needed. Please don't hesitate to get in touch with me if any special arrangement needs to be made. Those on the National mailing list will have received their membership e-mail. If you want to take advantage of one of the multi-year membership offers, please let me know and I will work out the cost with the Wing portion of the fee.

10. Wing Finance and Membership Verification Committee:

Our Wing would like to thank Lorraine Carney, Peter Levedag and Greg Merrill for being part of this committee during its annual review and verification of the Wing's finances and membership ledgers. They will be verifying the FY 2020-2021 books and information during July and August and report to the BoD in Sept.

11. 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>
30 May	102 Sqn Podcast Featuring Kent Smerdon	1900 hrs
08 June	Virtual Wing Directors' Meeting via Zoom	1800 hrs
08 June	Virtual Wing General Meeting – Guest Speaker MGen (ret'd) Duff Sullivan re Selecting Canada's Next Fighter A/C via Zoom	1900 hrs
14 Sept	Wing Directors' Meeting at the Legion	1800 hrs
14 Sept	Wing General Meeting at the Legion – Guest Speaker is Joep Dienen	1900 hrs
Sept	Charter and Awards Dinner?	TBC
5-7 Nov	RCAF Association National AGM 2021 at 447 Wing in Mount Hope.	TBC

12. No Platinum Queen's Jubilee Medal?

by Robert Finch, Dominion Chairman of the Monarchist League of Canada

Next year marks the 70th Anniversary of The Queen's reign. Our Monarchy has never before seen a Platinum Jubilee! Thus, the occasion calls for celebration, thanksgiving and above all, a sense of gratitude and unity. The last time this was apparent throughout Canada was our Centennial year, 1967. The question, "what is your Centennial project?" was a common-place in conversation, not a mere slogan, or an idea imposed by government.

I have recently been informed during a virtual Honours and Awards presentation about The Queen's birthday, by LCol Carl Gauthier, DND Honours and Awards, who stated that there will not be a Canadian Platinum Jubilee Medal in 2022.

There is still time to reverse this decision, but it will need a groundswell of public opinion which is perhaps difficult to engender. To the uninformed, advocacy for issuance of gongs can seem an emphasis on reward for loyalty, of seeking recognition and of something superficial rather than, for instance, promoting the sort of excellent grass-roots community and organizational projects that still echo the real pride and excitement during our country's centennial year, 1967.

People will understand that the life of any nation is not determined only by the great and the good - the folk who receive major Honours such as the Order of Canada, the Order of Military Merit and their lesser though no less deserving cousins, the Meritorious Service Awards and the Sovereign's Medal for Volunteer Service. Their distribution is, rightly, kept controlled in terms of numbers; and while to deny that "politics" play any part in the selections of the senior Orders, most would agree that many extremely deserving Canadians receive this special level of recognition.

However, less nationally notable people every day make a sustained difference, in modest ways usually unsung. We think of the feeding program volunteer who every Friday toils in a church or synagogue basement to prepare, serve and clean up after meals for homeless people. The innumerable families who made welcome our new fellow Canadians who made their way here from, say, Syria. The organizer of patrols to pick up and bring to care and shelter abandoned pets. The Scout, Guide or 4-H leaders who inspire responsibility and skill among their charges. The driver who takes patients to and from chemo or dialysis - and provides an ear for them which no drug can afford. And so on it goes.

These people form the fabric of a civil society. They fill in the cracks and provide the personal touch that "official" and overtaxed social services cannot always show. They do their good works down the decades, seek no recognition and at most are given a round of applause when they 'retire.

Those knitters of the warp and woof of our nation are precisely the ones for whom receiving a Platinum Jubilee Medal would come as an amazing surprise, and a cherished reminder that they "made a difference" - mirroring the life of service of our Queen.

Canada is a blessed country. Most of our natural wealth - be it oil or diamonds, wheat or cod - we harvest from the Earth. But we ignore at our peril the human wealth we often take for granted. A Jubilee provides a

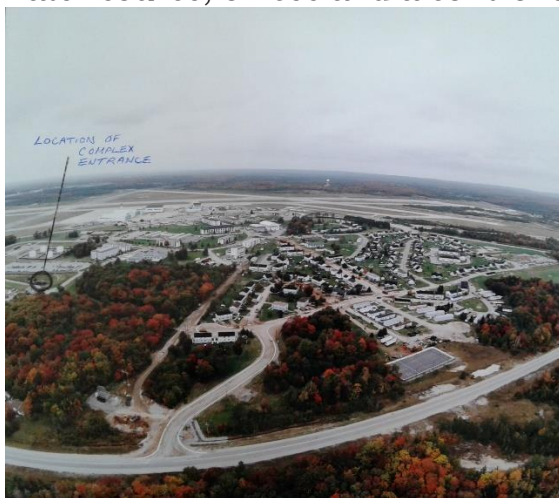
wonderful opportunity to shine a spotlight, however briefly, on 70,000 of those good Canadians who, as our Sovereign urged us all to do, represent all that is best and most admired in the Canadian ideal.

So here's where you come in - we need EVERY - and we mean ALL LEAGUE MEMBERS - to contact their MP and the Prime Minister's Office - to make your own brief, but heartfelt, and above all, positive case for a Jubilee Medal to be issued. Use your own words - feel free to take our ideas, and think of others too; but form letters do not impress our representatives, whereas a pithy phrase, sincerity of thought and two minutes on the phone can make a difference!

Every MP is listed at <https://www.ourcommons.ca/members/en/> - if you press the CONTACT button once you hit your MP's page, you will find complete information - phone, address, email for Ottawa and the constituency office. TO CONTACT THE PRIME MINISTER - You may write or fax his office at: Office of the Prime Minister 80 Wellington Street Ottawa, ON K1A 0A2. Fax: 613-941-6900. You may also use the form available at <https://pm.gc.ca/en/connect/contact>

13. TIME CAPSULE: "The Hole" at 22 Wing: *By Randolph Rice*

Hidden amongst the structures of 22 Wing North Bay is a subterranean relic of the Cold War called the underground complex commonly referred to as 'The Hole'. The underground complex was one of a number of such structures built to survive a nuclear attack during the Cold War. North Bay was chosen due to the existing RCAF Station and the durability of the granite rock formation, also centrally located in relation to North America. Located approximately 60 stories below the surface of the earth, construction started in 1959 and finished in 1963. One third of the cost was paid by Canada and two thirds by the USA. The complex was designed to accommodate approximately 400 personnel for four weeks. It included its own power plant, water source, offices and a control centre, all manned 24 and 7.



Entrance to 'The Hole' is on the left.



MCpl Randolph Rice being inspected by General Charles Horner, CINC NORAD, 1993

Hard rock miners and many other skilled tradesmen were brought in during its construction and all rock extracted found itself lining the water front of North Bay on Lake Nipissing as a breakwater. The initial primary task of the underground complex was to secure North American airspace against a Soviet attack as the first line of defence for NORAD. With the end of the Cold War and reduction of the threat to North America, the role was modified to include monitoring and searching for drug runners, UFO'S and other suspect aircraft intruding into Canadian airspace. During its 46-year life span, over 17,000 American and Canadian Air Force personnel served in the complex and were known as "mushrooms". Today the underground complex is no longer in use and was replaced by an above ground structure.



The author's photographs include an aerial picture of the entrance to the hole, a visit by the NORAD commander to the "Hole" and a typical radar scope image of Canadian airspace with a CF-18 superimposed.

14. The Zipper: By Bob Hyndman (Atlas 33)

Originally published in 427 Sqn ROAR Newsletter in November 2020

When I arrived in Zweibrücken from Cold Lake, I was seconded to Test Flight and reported to F/L Bob Ayres the Wing test pilot. Bob started me out on the light and easy stuff, but I gradually worked my way up to "Full Card" testing.

Bob was very experienced (two test pilot schools) and had flown the 104A with the US Tactical AF. The A was lighter, more agile than our G model and very much a go-cart.

A full card test flight for me involved a damper check at Mach 1.4 and a Mach 2 run. Damper failures could be very nasty. One had to be very alert to where the aircraft was pointed on a Mach run.

Bob was a great instructor and mentor to me. At the time, the Zweibrücken (Zwei) bar talk was one of disappointment in the 104's fighting abilities by all the squadron lads with F-86 Sabre and sometimes Golden Hawk backgrounds. They were losing all their mock combats with the Mirage, Hunters, F-100s and the F-86H. As a former Clunk driver I knew nothing of Yo-Yos and a Mirage would be in my six in less than a minute. The beast simply would not turn subsonic, even with Maneuver Flaps extended and pulling into the dreaded shaker.

The CF-104 was a different animal supersonic. From brakes off to Mach 2 with full tip tanks typically took less than 5 minutes. Acceleration from Mach 0.99 to Mach 1.4 was a little sluggish but from Mach 1.5 when ram air joined, the aircraft came into its own. I think a normal run consumed about 1,000 lbs of fuel to Mach 2. In level flight at Mach 2 the throttle was well retarded to keep from exceeding the inlet temp limits. If one climbed away in full burner from Mach 2 at the tropopause, the service ceiling of 58,000 was soon reached and the throttle again retarded. Bob defined the useful service ceiling as when the Vertical Speed Indicator decreased to 1,000 ft/min up. Bob told me to never fly above the service ceiling because of the increased risk of flame out, compressor stall, engine over temp and loss of cabin pressure. I never did, save for once when I brushed 60,000 just to say I had visited. A cousin of mine, based at CFE Baden-Solligen, told me he once zoomed to 75,000. Rough handling there could initiate a pitch-up and spin.

In level flight at 58,000 and Mach 2, the aircraft traversed 20 nautical miles a minute. Fuel burn was only 100 lb. a minute. So 1,000 lb. of fuel were worth 200 n.m. of range. If one retarded the throttle to idle then slowed to 300 KIAS and held that speed in descent, one could coast for 300 nautical miles and burn only 300 lb.! Three hundred, 300 and 300! The aircraft had an incredible amount of energy at Mach 2 at service ceiling, if one wished to turn, to zoom, or to dive. Beautifully balanced controls and crisp turning at that speed. Bob told me to experience it all, and I did stay mute on my high altitude visits. He was very concerned for pitch-ups and spins from the newer pilots. We did not have pressure suits.

In our targeting system, pilots, in conjunction with Intelligence, drafted our outbound legs to targets which were then sent to SAC Omaha for vetting. Return legs were not vetted. I was at 58,000 ft because ops needed some rules of thumb for a high level return from certain targets. On leaving a target we would be at Mach 0.95 or better, devoid of pylon and tip tanks.

At Zweibrücken we had a genuine boffin, Suds Sutherland. Suds was working in Intelligence on perfecting his target radar predictions for bad weather bombing. I was sent north with his plastic predictor to target a railway bridge on the Elbe. I was running north just inside the Air Defence Identification Zone (ADIZ), and just west of Berlin when I heard the warning "All Allied aircraft not certain of position turn west now." I was at the usual 200 ft., 450 knots and knew my position exactly. So I continued on to do my mock run on the bridge.

Off the target, I turned directly to Zwei and started my climb to my return at long range cruise just shy of 30,000 ft. Then "Wham" and a queer coloured 104 with a large iron cross decal on its side went by, supersonic on my left side. Then "Wham" again on my right side as the Number Two followed his leader into a steep left climbing turn. I soon lost them from view as they climbed above their contrails.



I was almost a victim of a classic 104 sidewinder or cannon supersonic attack. I soon learned they were German Navy interceptors based near Jever and that the Luftwaffe also had a few 104G interceptor squadrons. Much later, I learned that the Norwegians were running practice intercepts on U2's returning to Bodo and the Danes, with French permission,

were running 60,000 ft practice Sidewinder attacks on returning Concorde's. A shame our many Sabre jocks, including those of 427 Sqn, with their wealth of day fighter experience could not have stepped into the 104 Interceptors.

Soon after my visit to the Elbe a gentleman came from Metz to question me. "Did you hear the warning?" "Yes." "Did I turn west?" "No." "What did you hear - yak yak?" I remember the flight date well: 10 March 1964. It happened that a USAF RB-66C based at Toul about 100 miles SW of Zwei was on its weekly Intel milk run north along the ADIZ. These Elint B-66's were usually crewed by a pilot, a navigator, and a wizard. Somehow this one drifted across the ADIZ and into East Germany where Mig 19's promptly shot it down. The crew missed or ignored the same radio warning I had received. MiGs were always armed and always fired on the first pass. That shoot down stirred the Allied hornet's nest and the Navy 104's that bounced me was the reaction to my suddenly popping up on North German radar after leaving the bridge.

That B-66 crew was lucky. Very lucky. All three ejected and landed in East Germany. Instead of being whisked away to Russia the next day, I later learned, they were released in an exchange. Had my lookout that March day been better, I might well have witnessed a Cold War shoot down. And not suffered a nasty bounce on my return leg.

15. The Magic Tanker – A Bonafede War Story:

By Sam Newman (427 Wing London)

Good Day to all of my readers out there in Air Force Land. Most of you know that being the 'small-time' freelance writer I try to emulate, I'm always on the lookout for a further infusion of 'little known war stories', as you never know, I just might eventually publish a third Booklet in THE SCRIBBLERS series!!

I have also been a long-time member of EAA (Experimental Aircraft Association), and as such, I receive a monthly magazine entitled Sport Aviation. I have taken this story from its pages (with the appropriate authorization as usual), written by one of their well-know authors, Luran

Paine Jr. He is a big fan of Veteran's Organizations, and he contends that these groups are where we can go and be with people that UNDERSTAND! My continued thanks for permission to call upon this source! I So here's the deal about the story:

It concerns a KC-135 tanker that flew into North Vietnam, very prohibited, to save a damaged fighter. This story was the stuff of lore in the tanker community. It's a story that has been told again and again, with details sometimes getting skewed in the process – yet it would have touched the tanker pilot Captain's soul, I'm sure, for he was an experienced tanker pilot and had led many tanker force missions.

Of note on that particular day, the F-105 fighter which could carry as much load as a B-17, was a two-seater version with a Navigator in the back seat turned electronic warfare officer (EWO). Their mission that day was for the crews to find the anti-air-craft weapons and jam them electronically. Apparently, it was a very dicey operation, to say the least! The call on the refueling frequency was from one of the four fighters, and that pilot was pleading for a Tanker to come and get him, as he was battle damaged and leaking fuel. He didn't think he could make it to the anchor point (great big holding area patterns), and his only other option was to bail out over North Vietnam, a horrible prospect. The F-105 flight leader informed the Tanker Captain that they had suppressed the surface-to-air missiles and machine-gun fire – for the time being!

So, IT WAS DECISION TIME! The regulations specifically prohibited tankers from “going up North”. They were too inviting a target: one missile hitting a tanker with 25,000 gallons of fuel would be a propaganda coup. The decision took about 10 seconds. The boom operator in the back chimed into the interphone, “Let's go get him.” All the other crew members upfront, nodded in agreement.

The pilot in the damaged airplane gave the tanker his position, and the nav plotted a course directly to him. At the calculated time the tanker turned in front of the fighter, and the hookup was made. They were about 30 miles from Hanoi. Imagine being the F-105 pilot in a leaking airplane over enemy territory, adrenaline running high, and then having to smoothly hook up to take fuel?

Ordinarily, the boom (refueling probe) is held in place by the receiver maintaining position and some spring-loaded latches at the end of the boom. But there is also a procedure called manual boom latching, where the boom operator can hydraulically lock the latches, thereby allowing for some towing capability. A disconnect in that situation is called a brute force disconnect. When that happens, there is a ‘bang’ and the whole airplane shudders. Manual boom latching is what the Tanker boom operator was doing to assist the fighter to hang onto the boom at a greatly reduced (read fuel-saving) power setting. He once had to unhook to allow the three other

fighters to take fuel, but then he got back on for the trip home, being refueled and leaking fuel at the same time. Over his home base, the Tanker crew dropped him off for the landing.

The Tanker Crew landed after him. As they were crawling out of the tanker, the fighter wing commander drove up in this staff car and gave each crew member a hug and a thank-you. The F-105 pilot they saved was a first Lieutenant and a brand-new Father. The Fighter Commander submitted paperwork to award the Tanker crew members the Distinguished Flying Cross (DFC)

A couple of days later, the Tanker Crew flew back to their assigned base, in Thailand. About a week later, the Tanker crew Captain got a call to report to the commander's office. When he entered, he knew there was a problem. The guy was red-faced!

He was holding the paper recommending the DFC. And then he said, "You broke regulations and endangered your flight crew and your airplane.?" The Tanker Captain replied "Yes, Sir". The commander then – literally – tore the DFC paperwork in half and threw it in the wastebasket, saying, "There's your medal. I'm sending you home!" The Tanker Captain then asked, "if it was you, would you have left the kid there?" The Commander looked at him and said, "Get the hell out of here!"

The Tanker Captain went back to quarters and told his crew, "We may be going home early." Two days later, they were back on the mission schedule board. They ended up finishing their regularly scheduled tour of duty and rotated home. No medal, no recognition, just a big question mark. They came home and basically never publicly told the story.

But here is the deal... the members of that Tanker Crew didn't do what they did for recognition or anything like that. They did it because it was the right thing to do for a fellow GI in distress. Period! When asked why he never told the story, he said, "I didn't want it to sound like bragging" (HOW DO YOU SPELL 'H-U-M-I-L-I-T-Y?) He also added, "I sleep well at night!"

NOTE TO FILE: The Tanker Captain eventually retired from the U.S. Air Force as commander of the Strategic Air Command's Combat Evaluation Group at Barksdale AFB in Louisiana. Fitting!

Sadly, the same gentleman died just as this issue of Sport Aviation was going to press. Thankfully, his family was able to read it to him before his passing. He never thought of himself as a hero – but a hero he was!

Sam Newman

16. Contact Information:

Wing Mailing Address: 401-200 Collier St, Barrie, ON, L4M 1H7

Wing E-Mail Address: 441wing.rcafa@airforce.ca

Telephone: 705-481-1453 (messages only)

Facebook: <https://www.facebook.com/441Wing/>

Website: <https://www.rcaf441wing.com/>

17. 441 Wing Board of Directors (BoD)/ Executive for FY 2020-2022:

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 Dienen	Wing Web Master
Director	Norm Marion	Public Relations / FaceBook
Director	Randy Rice	Veterans Groups Liaison
Wing Padre	Rev Doug Crocker	Wing Padre

*The Commanding Officer and
Sponsoring Committee Chair of
102 (Barrie Silver Fox) Squadron*

Royal Canadian Air Cadets,

Cordially Invite you to attend our

79TH ANNUAL CEREMONIAL REVIEW

SATURDAY, JUNE 5TH, 2021

On our YouTube channel at this link



<https://www.youtube.com/channel/UCAc8Ho-YRAfxegMEQd7Lpnw>