



WING MATE

Newsletter of 408-437 Wing



April 2018

Royal Canadian Air Force Association of Canada

President's Message

On 24 March John Wreglesworth and I attended the Regional Meeting at Mount Hope. As always it was a pleasant get together where we were brought up to date on the doings of the other Wings and took care of some Regional business, followed by a pleasant lunch and social time for those who wished it. But, you know there is always a *but*; to everything that contains the word *pleasant* in the first sentence or two. So here it is my *but*. Call it the '*Elephant in the room*', *the ostrich with its head in the sand*', whatever. In a word, **recruitment**. This topic is rarely spoken of or at best skimmed over.

Some mention is usually made at the National AGMs about how individual units need to step up and get on with it. We have had some frankly silly suggestions. It is my firm contention that individual Wings for the most part cannot, and do not have the knowhow or the finances to mount an effective, strike that, any campaign. Recruitment should be a nationally directed and a regionally targeted event. We all could use more members. Case in point: 444 Wing will cease to operate after June. That will leave one Wing—ours with about 50 members in Toronto if we inherit some of its members. With a population of three million plus, surely there must be 10, 20, 30, a hundred potential members, if they knew we existed and where; there lies the problem in all its naked glory.

We desperately need to have a professional arms-length agency to have a look at our organization as a whole and tell us what we need to do to raise our visibility and where and how to advertise effectively. Or come in and tell us that fundamentally we're old fossils past our due dates, keep riding that ol' donkey 'till it collapses. At least we'd know. I think nationally the funds are there. Some just need to be re-allocated or, as we used to say in the Forces, repurposed. Say for one year. More members would benefit—all of us top to bottom. One of the resolutions which passed unanimously at the National AGM at London last year was the reduction from 25 to 10 members in a Wing to remain alive. I think we just hit an iceberg. Did anyone else notice??

I think every Wing should be discussing this diligently and hope that this issue will be discussed at length in May at the Regional Conference. This is not a time for finger pointing; rather, let's all row the boat in the same direction.

And that is my tirade for April. I don't want to peak too soon.



Nick Czernkovich

Trust Our Barbara Newman to Ask ???Penetrating Questions???

I don't understand why prescription medicine is allowed to advertise on TV or why anyone would think of trying one of the medicines after listening to the laundry list of warnings of possible side effects and death.

Suppose Health Services expanded their domain and regulated the wine business. Here's a possible outcome of that control.

Do you have feelings of inadequacy?

Do you suffer from shyness?

Do you sometimes wish you were more assertive?

Do you sometimes feel stressed?

If you answered yes to any of these questions, ask your doctor or pharmacist about Cabernet Sauvignon.

****See below****

Cabernet Sauvignon is the safe, natural way to feel better and more confident. It can help ease you out of your shyness and let you tell the world that you're ready and willing to do just about anything.

You will notice the benefits of Cabernet Sauvignon almost immediately and, with a regimen of regular doses, you'll overcome obstacles that prevent you from living the life you want.

Shyness and awkwardness will be a thing of the past. You will discover talents you never knew you had.

Cabernet Sauvignon may not be right for everyone. Women who are pregnant or nursing should not use it, but women who wouldn't mind being pregnant are encouraged to try it.

Side effects may include:

Dizziness, nausea, vomiting, incarceration, loss of motor control, loss of clothing, loss of money, delusions of grandeur, table dancing, headache, dehydration, dry mouth, and a desire to sing Karaoke and play all-night Strip Poker, Truth or Dare or Naked Twister.

Warnings:

-The consumption of Cabernet Sauvignon may make you think you are whispering when you are not.

-The consumption of Cabernet Sauvignon may cause you to tell your friends over and over again that you love them.

-The consumption of Cabernet Sauvignon may cause you to think you can sing.

-The consumption of Cabernet Sauvignon may create the illusion that you are tougher, smarter, faster and better looking than most people.

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.

2018 Executive

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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.

Events Schedule 2018

April 9	Speaker Meeting
May 14	Elections
June 3	Annual Air Cadet Parade
	[Moss Park]
June 11	Speaker Meeting
July 18	BBQ at Armour Heights



April 11th
Stewart Hamilton
John Wreglesworth

April 15th
Gwen Smith

Congratulations!

Membership Service Pins

Alex Cook..... 70 years
Armin Konn..... 45 years
Amy Evans..... 35 years
Phillip Griffen..... 15 years
Gordon Hunter..... 10 years
Gwen Smith..... 10 years
Kyriakos Karatsis..... 5 years



2018

CF-104 Starfighter



The CF-104 Starfighter

One of the most revolutionary military aircraft ever produced, the F-104 Starfighter was designed by Kelly Johnson and his team in 1952, at Lockheed's legendary "skunk works" in Burbank, California. The USAF ordered two prototypes in early 1953 and the XF-104 first flew in February 1954. Records established by the F-104 are impressive: world altitude & speed records of 91,240 feet and 1,404 mph respectively in May 1958, world altitude record raised to 103,395 feet in December 1958 and unofficial world altitude record of 120,800 feet in December 1963.

200 CF-104s (F-104G) were ordered by the RCAF, in July 1959, to replace their aging F-86 Sabres. Canadair was licenced to build the single seat airframes and Orenda, the General Electric J79 turbojet engines. A further 38 CF-104D two seat trainers were supplied from Lockheed's Palmdale, California plant. The first Canadair built CF-104 flew in May 1961 and initial deliveries of CF-104D trainers were made to CFB Cold Lake, Alberta, late the same year. No. 427 "Lion" Squadron first flew the CF-104 with NATO in Europe, in a nuclear strike role, in late 1962 and a further seven squadrons joined them the following year. CF-104s served in the strike role until 1971 when they were converted to ground attack fighters. They continued to serve as fighters until early 1986, when the CAF squadrons based in Germany retired them.

A total of 2,579 Lockheed F-104 Starfighters were produced around the world. Besides manufacturing 200 CF-104Gs for the RCAF, Canadair built another 140 aircraft, between 1963 and 1965, for several other nations under the US Mutual Aid Program.

The Hamilton Museum's CF-104 Starfighter served with No. 439 Sabre Tooth Squadron in Europe. The distinctive yellow and black stripes recreate the squadron's entry in a NATO "Tiger Meet". Many countries took part in this competition, represented by squadrons that had the Tiger as their emblem. The aircraft was acquired from the Department of National Defence in 1996.

Eight 104 squadrons were originally stationed in Europe as part of Canada's NATO commitment, reduced to six in 1967 then to three in 1970. The CF-104s

were armed with nuclear weapons. There were 110 accidents in the 25 years that Canada operated the CF-104, resulting in 37 pilot fatalities. Most of these were in the early part of the program centering on teething problems. Of the 110 class A accidents 21 were attributed to foreign object damage (14 of which were birds), 14 were in flight engine failures, 6 were faulty maintenance, 9 were mid air collisions. 32 struck the ground flying at low level in poor weather conditions. Of the 37 fatalities 4 were clearly attributable to systems failures, all of the others were attributable to some form of pilot inattention.

The press nicknamed the 104 the "Widowmaker" but not the pilots or crews. In jest they called it the Lawndart, the Flying Phallus or the Aluminum Death Tube.



Elections

A Reminder From the President

It's that time again– Wing elections –to be held on 14th May. As has been our practice for the last couple of years, you will be receiving a ballot in the mail so that everyone can participate. (Not like a certain election recently) Please return your ballot a.s.a.p. in the envelope that will be provided via our secretary, Margaret Cole.



Over Cold Lake, Alberta



439 Sqdn Baden Sollingen



March Members' Meeting

The March meeting was well attended and featured presentations by President Nick Czernikovich and member Armin Konn.

The speaker for the evening was Mohini Datta-Ray, Executive Director of the North York Womens Shelter, our nearby neighbours on Sheppard Avenue. She provided us with background information about the centre as well as an overview, including statistics, of women's shelters across Canada.

Mohini outlined the details about the new women's shelter that will be built this year to replace the former centre which was well past its due date for replacement. The new centre will have 21,000 square feet, compared to the former 3,000 and will consist of three floors and a basement. The new facility will also feature a therapeutic garden, modern rooms and even kennels for pets.

It was very satisfying to receive Mohini's appreciation for our Wing's donations. If you wish to make an individual donation, the email address is www.nyws.ca.

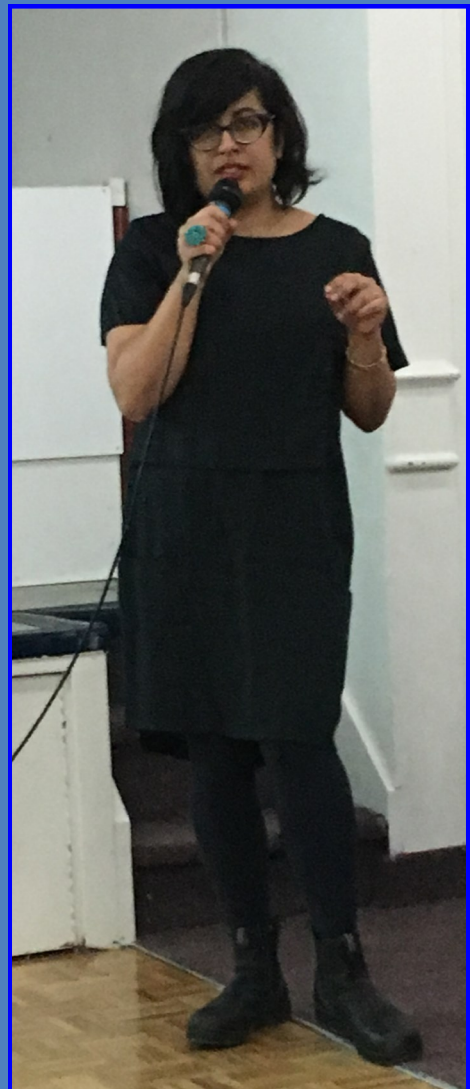
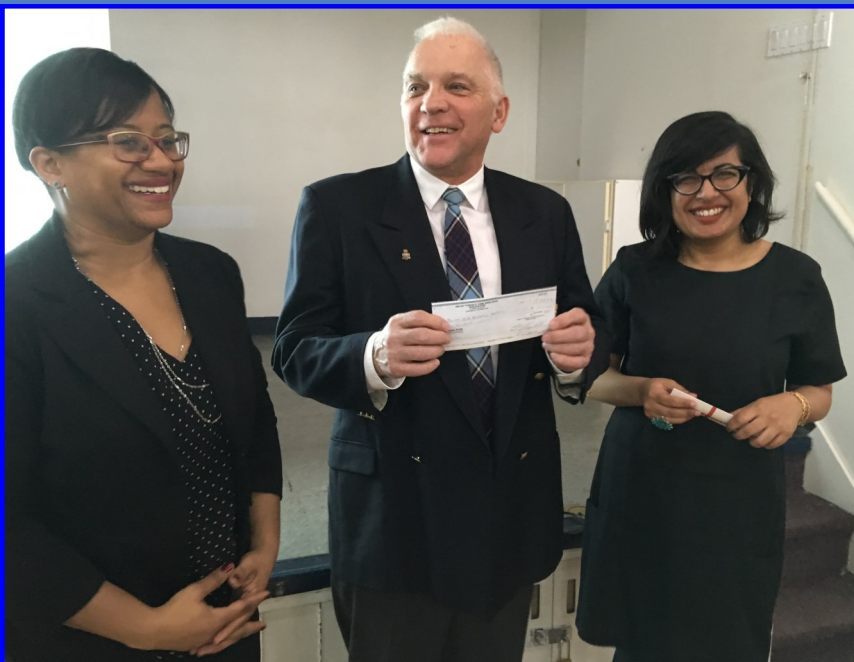
Our President presented Mohini and Crystal, her Manager of Capital Campaigns, with a cheque for \$500, as shown in the photo below.

A Note of Appreciation to the Wing on Mohini's PowerPoint Presentation

A heart-felt thank you!



Since 2012, the 408/437 Toronto-York RCAF Association Wing has donated \$1,250 to support the women and children served by North York Women's Shelter.



Mohini speaks to the Wing members

Armin Konn

Armin is a Life Member of the Royal Canadian Air Force Association and a long time supporter of the Air Cadet League of Canada. A native of Ukraine, he served in the Soviet Air Force after his village was freed of Germans, piloting a LaGG-3 and a PO2. Armin was wounded and spent the remainder of the war on the ground in signals and communication. A proud Canadian, Armin has been recognized for his volunteerism by the Air Cadets, Air Force Association and the Ontario government.



Polikarpov Po-2 “Kukuruznik”

The Po-2 “maize duster” was a general-purpose Soviet biplane used as a trainer and a low-cost ground attack, reconnaissance and liaison aircraft.. As many as 30,000 were built between 1928 and



1959. It was also known as the U-2 for its role as a flight instruction aircraft. The Po-2 was a STOL aircraft as well and excelled in a supply role. In 1942 it was developed as a light night ground attack aircraft known as the U-2VS. German troops called it the “sewing machine” for its rattling sound, as the Soviets flew nocturnal missions at low altitudes. The engine had a very peculiar sound, which was described as nerve-wracking; thus the nickname. Pilots typically attacked by surprise in the middle of the night, denying German troops sleep and keeping them on their guard, contributing to the already high stress of combat on the Eastern front. The usual tactic involved flying only a few meters above the ground, rising for the final approach, throttling back the engine and making a gliding bombing run, leaving the targeted troops with only the eerie whistling of the wind in the wings' bracing-wires as an indication of the impending attack. Luftwaffe fighters found it extremely hard to shoot down the *Kukuruznik* because of two main factors: the pilots flew at treetop level where they were hard to see or engage and the stall speed of both the Messerschmitt Bf 109 and the Focke-Wulf Fw 190 was similar to the U-2s maximum speed, making it difficult for the fighters to keep a Po-2 in weapons range for an adequate period of time. The U-2 became known as the aircraft used by the 588th Night Bomber Regiment, composed of an all-woman pilot and ground crew complement. The unit was notorious for daring low-altitude night raids on German rear-area positions.

March Wing Meeting



President Nick Czernkovich presents member, Kyriakos Kavatsis, with his five year membership pin



Member Armin Konn presents Barbara Konn with a medal while Secretary Margaret Cole shows her support.

818 Toronto Falcon Squadron

On March 5th Michelle Wang was promoted to WO1. Spring tagging dates are from April 19th to 22nd.

Cadets will be gliding at CFB Borden on May 6th. Annual parade: June 3rd (Jackie Johnston)



Over France



**THE
CF-104
WAS
ONE
COOL-
LOOKING
JET**





CF-104 Starfighter, 12846/RCAF-846, No. 439 Squadron, 1 Wing Royal Canadian Air Force. Natural metal overall except for the wings which are white. National markings on fuselage sides and above wings. Code and serial in black.



CF-104 Starfighter, 104744/744, No. 417 Squadron, RCAF, Cold Lake, Alberta, 1974. Natural metal overall except for the wings which are white. National markings on fuselage sides and above wings; CAF under starboard and 744 under port wing in black. Red elevator and red/white trim to top of fin and rudder.



CF-104 Starfighter, 805/B of N° 1 CAG, based at Wildenrath, Germany, 1978. Scheme is Dark Green (FS 34016) overall with the national markings on fuselage sides and above wings; CAF under starboard and 805 under port wing in black. The white tail and red Maple Leaf were painted for a special exercise in June of that year.



CF-104 Starfighter, 104756/756, 1 Canadian Air Group, Canadian Armed Forces. Dark Sea Grey and Dark Green upper surfaces with Medium Sea Grey undersides. Toned-down national markings (minus white) on fuselage sides and above wings; CAF underneath starboard wing, 756 under port, both in black. '1 Canadian Air Group' in blue and red maple leaf on wingtip tank. Upper surface pattern is shown at right.



CF-104G Starfighter, 104805, No. 421 Squadron (30th Anniversary scheme), Canadian Air Force, CFB Baden-Söllingen, 1983. Red overall with white trim; black nose and anti-dazzle panel.

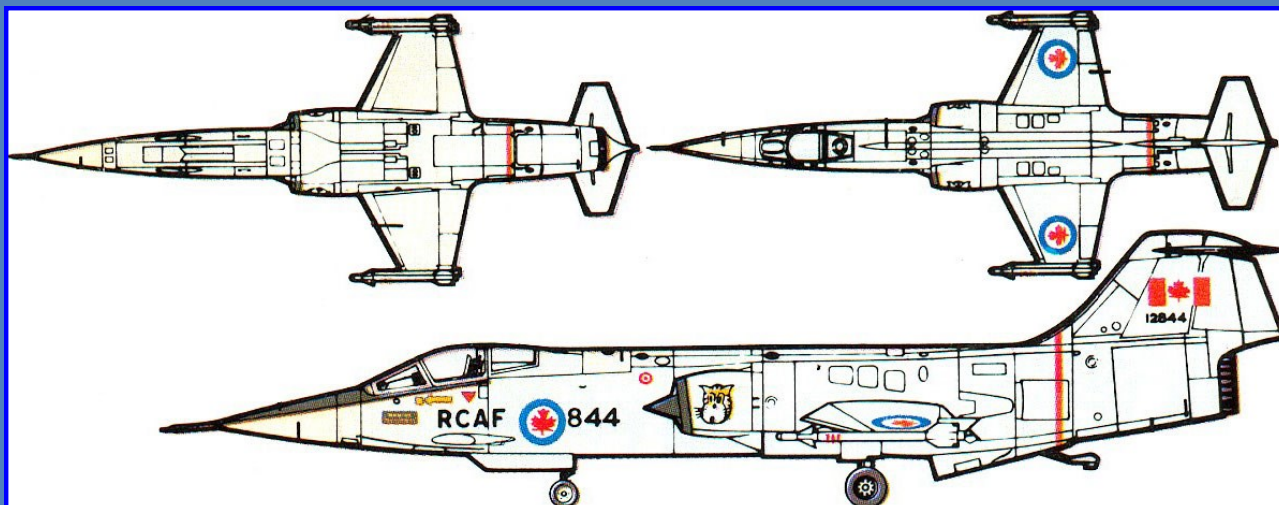


CF-104 Starfighter, 104763/763/417, Canadian Armed Forces, special scheme on designation of No. 417 Squadron in 1983. White overall with blue and red trim; national markings on top of wings only; wingtips in blue/white/red/white/red. CAF under starboard wing and 763 under port in black.



CF-104D Starfighter, 10464/464, Canadian Armed Forces, which on 01.09.1983 performed the last Starfighter flight in Canada over Cold Lake. Dark Sea Grey and Dark Green upper surfaces with Medium Sea Grey undersides. Toned-down markings on fuselage and above wings; CAF in black underneath starboard wing, 464 under port, in black.



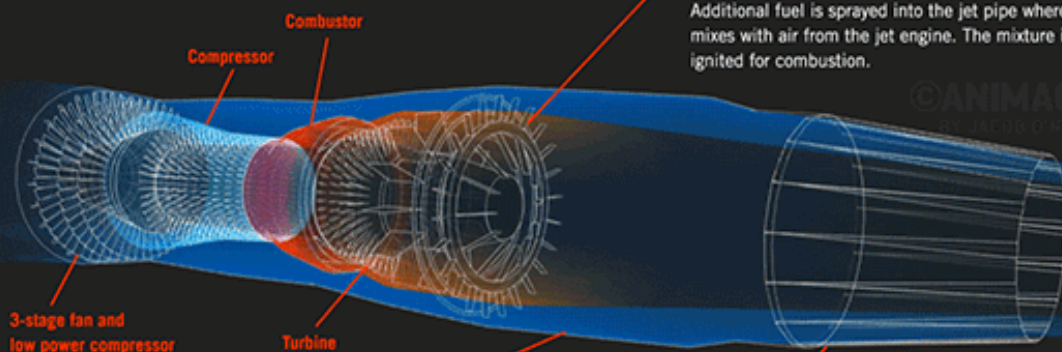


AFTERBURNER

Jet exhaust is ignited at the afterburner, producing a second stage of combustion and a stream of powerful yet fuel inefficient thrust. Military combat aircraft use afterburner in short bursts during takeoff, climb, or combat maneuvers.

The **afterburner** assembly is placed behind the core of the jet engine, at the front of the jet pipe.

Additional fuel is sprayed into the jet pipe where it mixes with air from the jet engine. The mixture is ignited for combustion.



The **jet pipe** houses jet engine exhaust gasses and the afterburner combustion process.

The **exhaust nozzle** is adjustable for maximum exhaust acceleration and to avoid back-pressure (pressure originating from the rear end of the engine being exerted on forward engine parts).



"Silver Fox" RCAF No.441 Squadron, 1963