

# Wing Mate

Royal Canadian Air Force Association

Newsletter 408-437 Wing



April  2022

## 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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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.

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### Famous Quote

During the Civil War, Abraham Lincoln became increasingly frustrated by Union General George McClellan's unwillingness to attack the Confederate Army. Lincoln recalled him to Washington with the simple but barbed message below.

"My dear McClellan: If you don't want to use the Army I should like to borrow it for a while."

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# Happy Birthday!

**April 11 John Wreglesworth**

**April 15 Gwen Smith**



# President's Report



Monday April 4 was our first regular meeting after spending over 2 years in limbo. It is indeed a happy occasion to see each other again. Our Wing is very fortunate not to have lost any members to Covid or otherwise. I'm pleased to report that financially we're better off than when we went down the rabbit hole. Welcome back everyone!

Thank you, Barbara, and John, for looking after the sandwiches and desert. Good choice.

Last month on the 26<sup>th</sup> I attended our regional meeting at Mount Hope. The attendance was somewhat sparse. Like ours I assume most Wings have not done much so there is not much to report. One of the interesting items that came up is that our National Headquarters is almost broke again. This is good news. We haven't done anything for two years but dutifully every Wing has sent the required amount in dues. There have been more cutbacks to increase cash flow. That is never the answer; the answer if you're in business is to bring in more clients. In our case increase membership. So where is the coordinated battle plan? The Op Order that comes from HQ. I've asked this question at every AGM I attended and will ask again in October. Every Wing that attended were handed a packet of very colorful recruiting pamphlets to hand out. Nicely done just one small problem there is zip promoting Wing membership.

Mission accomplished. All the ill feelings about forcing people to wear masks are all for nought. If the guiding lights have learned anything it's reverse psychology 101. Like every parent with kids under 10, if you want your kids to do something, just tell them they shouldn't. You've achieved what you wanted, and the little darlings are happy in their defiance by doing it. As much as I hate the cliché 'it's a win-win' no such thing, this is the only time I can agree. Oddly after the glow of facial liberation wore off, some days later I see more and more people wearing masks with a new resolve. But now with a patronizing glance my way. So be it. Respect me as I am.

*Nick*



## 818 Toronto Falcon Squadron

Royal Canadian Air Cadets



### Jackie Johnston

The cadets and Staff of 818 Squadron were excited to be approved to return to In-Person Training on March 7<sup>th</sup> 2022, which makes it almost exactly 2 years of inconsistency due to the pandemic. For the month our cadets have been working diligently to get back in the routine and apply the lessons learned while participating virtually. Coming March 30<sup>th</sup>, 7 of our eager Flight Sergeants will be interviewing on a Merit Review Board to be recommended in April for promotion to Warrant Officer Second Class (WO2). So stay tuned for the entry next month for the results. We are looking to conduct this year's Annual Ceremonial Review in early June. Hopefully we are given permission from the armoury to have guests attend so I can extend that invitation to all interested over at the Wing.



Overall, training, development and participation are positive and boosted. There are only 3 months left in the year and we are expecting to end strong and create a consistent foundation for next year. Please keep our Squadron in mind and spread the word that we are back and doing great things for the youth over at Moss Park Armoury. My fingers are crossed that we all can come together again very soon, but until then stay positive and stay safe.

Daryl Abbott Captain CO 818 RCACS

## 110 Black Hawk Squadron

Royal Canadian Air Cadets



Things are slowly getting back to normal. DND has approved in-person tag days to take place April 21 to 24.

Parents are to drive their child to and from locations. Masks and gloves are mandatory and the metal boxes are to be sanitized after each use. ( We had boxes made of metal a few years ago to prevent further gang attacks on our younger Cadets to steal their money.)

Requirements for vaccination and the wearing of masks have been lifted for school permit holders so that virtual training should be phased out in the near future.



Cécile Thompson



## De Havilland Canada

### DHC-2 Beaver

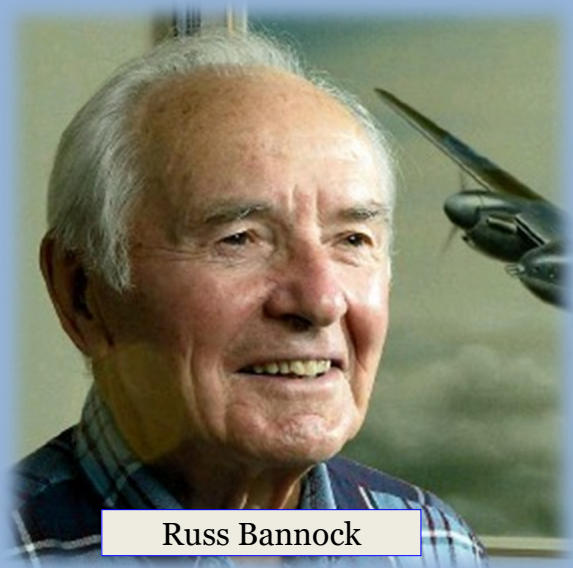
The Beaver is a single- engine high-wing propeller-driven short takeoff and landing (STOL) aircraft developed and manufactured by de Havilland Canada. It has been primarily operated as a bush plane and has been used for a wide variety of utility roles, such as cargo and passenger hauling, aerial application (crop dusting and aerial topdressing), civil aviation duties and in the RCAF.

Shortly after WW II, de Havilland Canada decided to orient itself towards civilian operators. Based on feedback from pilots, the company decided that the envisioned aircraft should have excellent STOL performance, all-metal construction, and accommodate many features sought by the operators of bush planes. On 16 August 1947, the maiden flight of the *DHC-2 Beaver*, took place with WW II ace, the late Russ Bannock at the controls.



In April 1948, the first production aircraft was delivered to the Ontario Department of Lands and Forests. A Royal New Zealand Air Force (RNZAF) Beaver played a supporting role in Sir Edmund Hillary's famous 1958 Commonwealth Trans-Antarctic Expedition to the South Pole.

In addition to its use in civilian operations, the Beaver has been widely adopted by armed forces as a utility aircraft. The U.S. Army purchased several hundred aircraft. By 1967, over 1,600 Beavers had been constructed prior to the closure of the original assembly line. Various aircraft have been remanufactured and upgraded. Additionally, various proposals have been made to return the Beaver to production.



Russ Bannock



Large numbers of Beavers continue to be operational into the 21st century, while the tooling and type certificate for this Canadian icon have been acquired by Viking Air who continue to produce replacement components and refurbish examples of the type.

The company was established in 1970 by founder, Norwegian-born Canadian aviation pioneer Nils Christensen, doing overhaul, maintenance and conversions to all types of aircraft but specializing in flying boats. In 1983, Christensen acquired the exclusive rights from de Havilland Canada to manufacture spare parts and to distribute the DHC-2 Beaver and the DHC-3 Otter aircraft. He retired as president of Viking Air in 1987.

The company also produces new versions of the DHC-6 Twin Otter, upgraded versions of the DHC-2 Beaver, spare parts for older de Havilland Canada aircraft, and components for Bell Helicopter Textron.

First flight Series 400 Twin Otter, 2008



In 2005, the company subsequently purchased the parts and service business for all the older de Havilland Canada aircraft from Bombardier Aerospace. In 2006, Viking purchased the type certificates from Bombardier for all the discontinued de Havilland Canada designs: the DHC-1 Chipmunk, DHC-2 Beaver, DHC-3 Otter, DHC-4 Caribou, DHC-5 Buffalo, DHC-6 Twin Otter and DHC-7 Dash 7, giving Viking Air the right to manufacture new aircraft if a market should arise for such.

In 2 April 2007, Viking announced that, nineteen years after being discontinued, with 27 orders and options in hand, it was restarting production of the Twin Otter with more powerful Pratt & Whitney Canada PT6A-34/35 engines. The first flight of the Series 400 technical demonstrator took place on 1 October 2008 at Victoria International Airport. In February 2010 the first new production Twin Otter Series 400 equipped

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with Honeywell's Primus Apex IFR digital flight deck and configured with a commuter interior took its first flight. The DHC-6-400 series Twin Otter design has all around better performance, it includes more power, space, and now can haul up to 4,280 lbs of freight.

In 2017 Viking announced that it would begin talking to potential customers interested in the CL-415 "SuperScooper" Waterbomber aircraft, with the potential of the company reviving production of the aircraft if it finds demand. In 2018, five CL-415EAF were sold to US firefighting company Bridger Aerospace, Longview then expected to recruit 200 workers in Calgary for the conversions.

In January 2019, parent company Longview announced that it would establish a new company in Ontario, under the de Havilland Aircraft Company of Canada name, to continue production of the Bombardier Dash 8 line. The Dash 8 acquisition will vault Longview from 600–700 employees to up to 2,000 including the CL-415 new production. After Bombardier sold the Q400 plant in Downsview, Longview has three years to find a new location in Ontario where production should stay with 1,000 people.

It will be wonderful to see de Havilland classics being built again by Viking/Longview.

I had the pleasure of piloting a Chipmunk a few years ago and what a delight it was. Known sometimes as "the poor man's Spitfire", it is a beauty. I've often thought that retracting undercarriage would make it look very sporty!

My wife and I were passengers in Alaska in a Turbo-Beaver. She gave it the thumbs-up.



What a beauty! A Viking DHC-2T Turbo Beaver





Actor Harrison Ford's 1955 DHC-2 Beaver. He has a hangar-full of aircraft in his collection but the Beaver is his favourite to fly.



**VIKING**   
VERSATILITY THAT WORKS

**Longview**   
AVIATION SERVICES

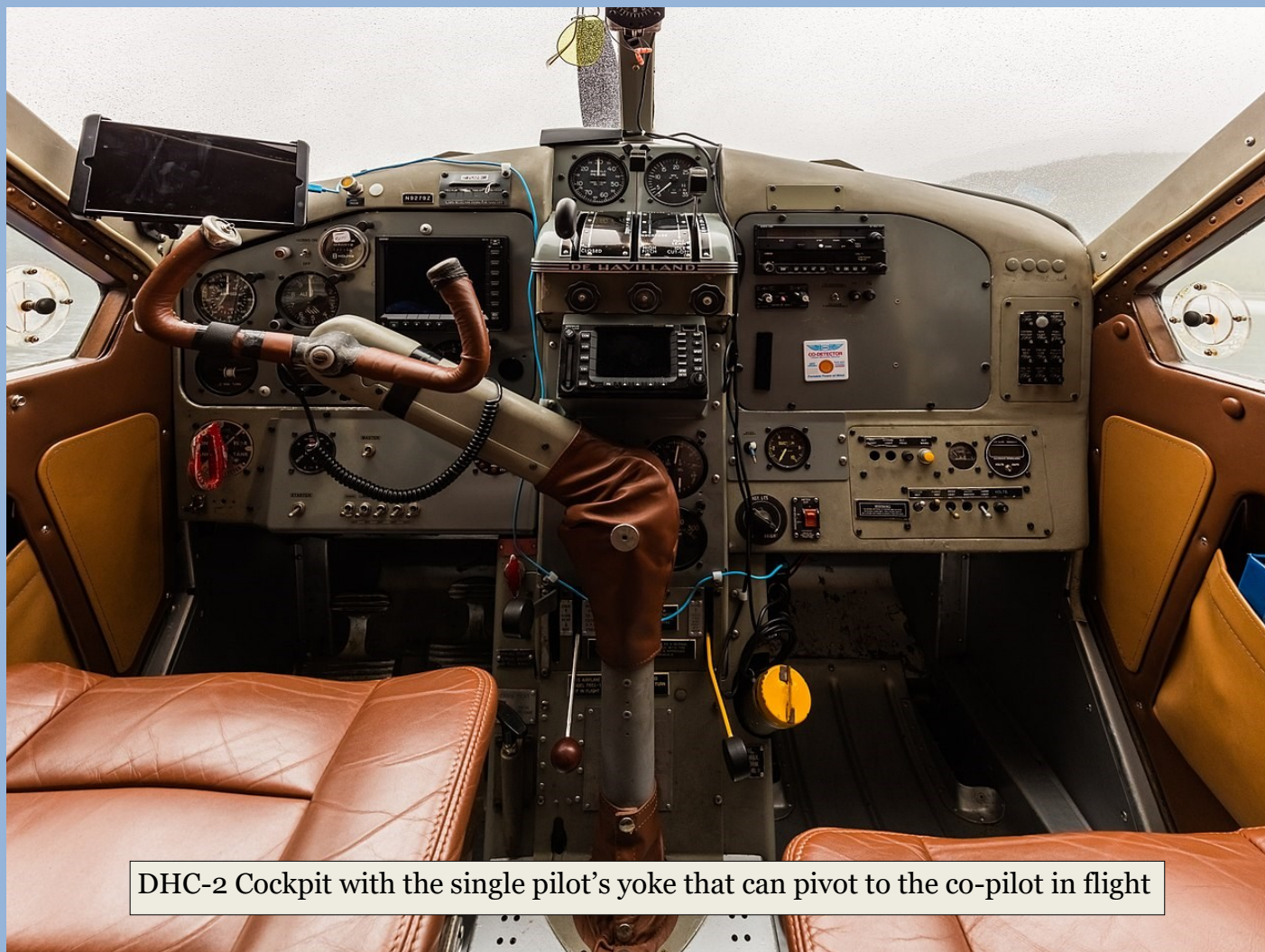
DHC-2 Mk III Turbo-Beaver



DHC-2 Mk III Turbo-Beaver: (L-20/U)







DHC-2 Cockpit with the single pilot's yoke that can pivot to the co-pilot in flight



British Army Beaver



## Flying History in Canada

**O**n Aug. 10, 1840, “Professor of Chemistry and Aerostatic Exhibitions” Louis Anslem Lauriat inflated his massive balloon “Star of the East” with hydrogen gas in a Saint John lot, ascended in its basket and drifted out of sight over the New Brunswick countryside. Thousands of locals enjoyed the whole experience. This is the manner in which manned flight came to Canada.

Such events were great fun for years to come, and many “firsts” were recorded, as in Montreal on September 8, 1856, when Eugene Godard took three local men for a balloon flight across the St. Lawrence River. Godard’s trio became Canada’s first aerial passengers. An ascent beginning in Watertown, N.Y., on Sept. 24, 1859, and ending hours later in the Quebec bush seems to qualify as the first U.S.-Canada trans-border flight.

Balloons were followed by dirigibles, powered by makeshift engines. Other would-be fliers experimented with gliders. Canada was involved at each stage, including in 1907, when Larry Lesh piloted a glider towed by a speedboat over the St. Lawrence River. Meanwhile, a handful of enthusiasts, working under Alexander Graham Bell as the Aerial Experiment Association (AEA), were leading the way with powered aeroplanes.

Established in October 1907, the AEA conducted serious aeronautical research and development. It comprised Bell and his wife, Mable (who funded the group) and four young men: University of Toronto

engineering graduates J.A.D. McCurdy and F.W. “Casey” Baldwin, motorcycle aficionado Glenn H. Curtiss and U.S. Army officer Thomas Selfridge.

Working at Curtiss’ farm at Hammondsport, N.Y., each of Bell’s protégés designed and flew his own plane. Dozens of test flights led to incessant modifications. McCurdy first flew his Silver Dart on Dec. 6, 1908, then a further 13 times before Bell had the Silver Dart shipped to his estate at Baddeck on Cape Breton Island.



Douglas McCurdy

There, on Feb. 23, 1909, McCurdy got airborne for about a kilometre on what was the first flight in Canada of a powered, heavier-than-air flying machine. Soon, the AEA disbanded, but Baldwin, Curtiss and McCurdy remained involved in aviation (Selfridge had died in a crash). At Camp Petawawa in August 1909, McCurdy and Baldwin became the first to demonstrate an airplane to the Canadian military.



The Silver Dart on Lake Baddeck, 1909



Unfortunately, their two machines were wrecked, leaving Militia HQ in Ottawa unimpressed. Baldwin then withdrew from flying, but McCurdy dabbled in the airshow circuit. In 1910, great air displays were held in Montreal and Toronto, with McCurdy attending both. In January 1911, he made a 90-mile flight from Key West to Havana, but had to ditch a mile short. He was undeterred, commenting, "I am seriously impressed with the possibility of making intercontinental, trans-ocean flights by aeroplane." In July 1911, McCurdy raced Charles Willard from Hamilton to Toronto, which was the major event that summer in the local press.

By 1915, he was managing the Curtiss Aviation School in Toronto, training pilots for the British air services. In 1917, he joined Canadian Aeroplanes Ltd., a Toronto company manufacturing training planes for the Royal Flying Corps in Ontario. In the interwar years he was prominent in Montreal's aircraft industry.

Throughout the Second World War, he held a key position in aircraft production. Post-war, he was Nova Scotia's Lieutenant Governor. He was awarded the coveted Trans Canada Trophy in 1959 and passed away in 1961.

In 1973, McCurdy became the first aviation pioneer inducted into Canada's Aviation Hall of Fame (Baldwin was inducted the following year).

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On the 100th anniversary of McCurdy's flight, a replica Silver Dart was flown in Baddeck by astronaut Bjarni Tryggvason. Another replica resides at the Canada Aviation and Space Museum in Ottawa, and Baddeck other AEA displays are in the Bell Museum at Baddeck and Curtiss Museum at Hammondsport.



Casey Baldwin, 1900



Glenn Curtiss



Aerial Experiment Association members left to right: Casey Baldwin, Tom Selfridge, Glenn Curtiss, Alexander Graham Bell, John McCurdy and Augustus Post serving as observer from Aero Club of America.

## 2 Wing RCAF

2 Wing is the Royal Canadian Air Force's air expeditionary wing, a formation able to rapidly deploy as a self-contained unit, employing air power and providing associated support wherever needed, across Canada or around the world.

2 Wing is a key element of the Air Force Expeditionary Capability (AFEC) Project, whose mandate is to optimize the Royal Canadian Air Force's ability to rapidly deploy and effectively sustain operations in response 2 Wing is the Royal Canadian Air Force's air expeditionary wing, a formation able to rapidly deploy as a self-contained unit, employing air power and providing associated support wherever needed, across Canada or around the world.



## 2 Wing Squadrons

### 2 Mission Support Squadron (2 MSS)

This squadron is the sustaining partner of every mission that is assigned to 2 Wing. First in the field and last out after the mission, 2 MSS works hand in hand with several other military agencies and is usually organized into a construct called an Air Task Force

(ATF). The squadron is comprised of an Operations Support Element (OSE) providing airfield coordination, a Mission Support Element (MSE) providing all the necessary logistics, and a Force Protection Element (FPE) providing security.

### 2 Air Expeditionary Training Squadron (2 AETS)

The squadron is 2 Wing's Centre of Excellence and official training establishment. It transforms concepts developed under Air Force Expeditionary Capability (AFEC) into doctrine and training components, ensuring 2 Wing's responsiveness as an expeditionary formation. The Squadron also oversees all readiness training, customized to produce both the skillset and mindset to conduct combat-capable aerospace operations in any environment.

### 2 Operational Support Squadron (2 OSS)

The squadron liaises and coordinates all in-theatre operations and aerospace forces, and generates the situational awareness necessary for the successful execution of operations. It also supplies the core Air Task Force (ATF) command staff for an operational ATF Headquarters. In garrison, 2 OSS members assume staff responsibilities under the 2 Wing Commander.

**CONFORMITY**  
IS DOING WHAT EVERYONE  
ELSE IS DOING, REGARDLESS  
OF WHAT IS RIGHT.

**MORALITY**  
IS DOING WHAT IS RIGHT  
REGARDLESS OF WHAT  
EVERYONE ELSE IS DOING.



## 4 Construction Engineering Squadron (CES)

This is the RCAF's Centre of Excellence for airfield construction engineering. 4 CES evaluates and prepares airfields for operational aircraft use, and provides terrain mission support capabilities to 2 Wing as well as other Royal Canadian Air Force (RCAF) units. (Cold Lake, Alberta)



## 8 Air Communications & Control Sqdn (8 ACCS)

This is a high readiness, self-sustainable unit capable of deploying worldwide by air, land or sea. Its primary mission is to support Canadian air operations through the provision of a network enabled, controlled airfield, regardless of environmental conditions. To achieve this, the Squadron is divided into an Air Traffic Services (ATS) detachment, two Communication and Information Services (CIS) detachments and contingency teams. These detachments can deploy separately or together based on requirement, with an airfield generally comprising one ATS and CIS collocated.

8 ACCS personnel deploy globally as detachments and contingency teams in support of:

- Time of tension and war (TTW);
- Joint Military operations and exercises;
- UN/peacekeeping;
- Assistance to civil authorities;
- Special operations; and Back-up to fixed airfield installations

Capable of sustaining 24/7 operations in a low threat environment, ATS and CIS Detachments can deploy within 72 hours and a Contingency Team within as little as 8 hours for up to 8 weeks, without augmentation. Concurrent deployments of one ATS Detachment, two CIS Detachments and one Contingency Team to single or multiple missions can also be supported.

8 ACCS is equipped with a variety of state-of-the-art deployable equipment including, but not limited to: radars, radios, navigation aids, control towers, airfield lighting, phones, computer networks, satellite ground terminals, mobile and transportable operation shelters, and tenting.

The men and women of 8 ACCS, better known as the "Gypsies", are pleased to call 8 Wing home since 1969 and take pride in being the vanguard for Canadian Forces deployed air operations maintaining the Squadron's vision of "Deployed Excellence Through Teamwork



# Canadian Airmen Airwomen

## Donald R. MacLaren 1893-1988

Donald Roderick MacLaren DSO, MC & Bar, DFC was a Canadian World War I flying ace. He was credited with 54 victories and, after the war, helped found the Royal Canadian Air Force.

Donald MacLaren was born in Ottawa but his family moved first to Calgary in 1899, then to Vancouver in 1911. In 1912 MacLaren went to Montreal to study at McGill University. In 1914 an illness forced him to abandon his studies and he returned to Vancouver. After recovering, MacLaren, his father and his brother opened a fur trading post at a remote point on the Peace River. While there MacLaren learned to speak Cree.

In 1916 the family gave up the trading post to help in the war effort. MacLaren's father was not allowed to join the army so he got a job with the Imperial Munitions Board. His sons did enlist - Donald joining the Royal Flying Corps. He did his initial training at 90 Central Training School at Armour Heights and then at Camp He did his initial training at 90 Central Training School at Armour Heights and then at Camp Borden in Ontario, then finally received further training in England at No. 43 Training School, Ternhill. He was then transferred into No. 34 Training School for final fighter orientation on the Bristol Scout and Sopwith Camel, completing 9 hours solo on the Camel. On 23 November 1917 he was sent to France where he joined No. 46 Squadron. His first air combat was in February 1918, where MacLaren successfully shot down a German fighter 'out of control'.

He was awarded the Military Cross for a sortie on 21 March 1918 in which he helped destroy a railway gun with his bombs, then shot down a balloon and two German LVG two-seaters. In September he was

awarded the Distinguished Flying Cross. When the squadron commander was killed in a crash later in the year, MacLaren was given command.

In late October MacLaren, who had escaped injury in combat, broke his leg during a friendly wrestling match with another member of his squadron. He was sent back to England on 6 November and was in the hospital when the Armistice was announced. He was awarded the Distinguished Service Order for his leadership of the squadron in the last months of the war.



MacLaren finished the war with a Military Cross and bar, a Distinguished Flying Cross and the DSO. He was also awarded the French Legion of Honour and Croix de guerre. MacLaren claimed 1 aircraft shared captured, 5 (and 1 shared) balloons destroyed, 15 (and 6 shared) aircraft destroyed, and 18 (and 8 shared) aircraft 'down out of control'. This was despite the fact that his first dogfight wasn't until February 1918 and that he scored all his victories in only nine months. Among others, he probably shot down ace Mieczysław Garszka on 2 October 1918 (shared with James Leith and Cyril Sawyer).

When he left hospital he was attached to the newly formed Royal Canadian Air Force and was in command of the Canadian pilots in England as they were transferred to the new air force. Under MacLaren's watch, 112 aircraft were granted by the British Air Ministry to form the nucleus of the RCAF. He returned to Canada on leave in late 1919 when he married Verna Harrison of Calgary. He returned to England in February 1920 but resigned from the RCAF later that year.