



WING MATE

February 2019

Newsletter of 408-437 Wing



Royal Canadian Air Force Association of Canada

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.

2019 Executive

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	[818 Squadron]
	Cécile Thompson
	[110 Squadron]
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Program Speakers.....	Jack Lumley
	416-449-9389
Fellowship Chair.....	Barbara Newman
	416-223-7840

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 2019

February.....	Film Night
March.....	Meeting
April.....	Meeting
May.....	Meeting
June	Meeting
Sunday 7 July.....	BBQ, AHOM



Meetings held on the 2nd Monday of the month
at Branch 527, RCL, 948 Sheppard Ave. W.

FEBRUARY



Cécile Thomson – 5th

Curt Abels – 17th

Peter Rebek – 19th

Jack Lumley – 26th

Happy Birthday!

President's Message

Here we are again dodging Cupid's arrows. A *Happy Saint Valentine's Day* wish to all from your Executive.



The General Meeting in January was a movie night featuring the English comedy series *Keeping Up Appearances*. Funny, funny as only English comedy can be. We had a good turn out. Our next **General Meeting** is on **Monday 11 February**. Again this will be a movie night. Dress is casual and Cecile will bring the popcorn and serve it...what else do you need? Please come and join us. Did I mention the free parking?

When you ask, "Just how stupid are you?" of someone, think twice, take a deep breath and speak once. Some people will take this as a personal challenge. Remember the quote from the movie *Forest Gump*? 'Stupid is as stupid does.' An idiot with the IQ of a doorknob (No insult intended to doorknobs) decided it would be hilarious to drive through the neighbours' snowman with his pickup. I'll bet you he just couldn't wait. He probably peed himself with the excitement. He was on the money for once—the neighbourhood is still hysterically laughing. Frosty was not stupid however. He probably saw this coming. He was standing on a fair sized tree stump. The last man standing and didn't even knock his hat off. I think the wider set of tracks belong to the EMS after his mom got through with him.

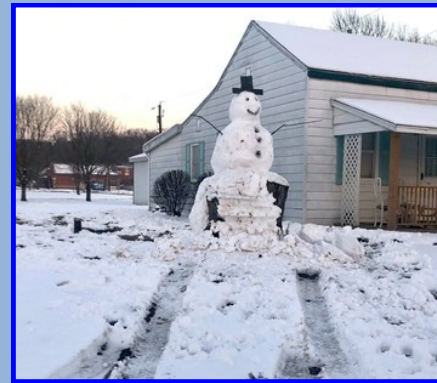
Let's get serious



for a minute. As we've gotten on in years and shuffle on to what is quaintly referred to as our 'golden years' we have faced down and overcome numerous hurdles, not the least of which is arthritis, diminished eyesight, loss of memory, diminished mobility, say D-Day and so on. And to boot many people seem to confuse being old with being stupid. As if this isn't a fair sized burden to manage, we are now informed that there are two more rampant and previously undiagnosed (conceivably terminal) afflictions we've carried, probably since childhood. *White Privilege* and *Toxic*

Masculinity. No cure thus far. Every morning I stare at the mirror and check for signs...so far nothing. I can only speculate if my Health Plan will cover the treatment for this.

Recently I read an article on the Internet concerning a professor of some ilk from the Vancouver area who finally took his Oath of Canadian Citizenship. Immediately after the ceremony he was in front of the just-happened-to-be-there media declaring that he intends to retract his Oath of Allegiance to the Queen because of blah, blah, blah something natives. Pointing to others who have done the same in the past. If the stipulation of receiving citizenship is conditional on an oath of allegiance to our Queen (and you will not receive it unless you profess it) are you not then withdrawing both if you retract one? Judging by his picture he looked to be a closet White Privileger but definitely not of Toxic Masculinity. □ Nick Czernkovich



818 Toronto Falcon Squadron

With Jackie Johnston



I would like to thank everyone who attended the Squadron Christmas dinner. It was an enjoyable evening as always. 818 has 4 cadets applying for national courses this summer. They say their exam on January 12th and are attending interviews on January 26th. Best of luck to you all. The 26th is also our first CO's parade of 2019. All cadets will participate in range night on February 11th. We have cadets signed up for our March Break trip to Florida. We are considering inviting another squadron to keep costs down. □

Faithful Annie

Nicknamed 'Faithful Annie' by her crews, the Anson was utilized in many roles by the armed forces, although it was originally designed as a passenger aircraft for Imperial Airways. Production and service began in 1936, with the last military example retired in 1968.

The Anson served with Coastal Command with great distinction as a capable search and rescue machine, but found a niche as a multiple engine trainer for bombers during the Second World War. More than 11,000 Avro Ansons were built for the British military and other forces around the world.

A.V. Roe & Company had been an important manufacturer of military aircraft in the First World War. Just after the conflict, the Avro company tried to develop a light airliner, the "Type 547", which was a single-engine triplane with seats for five passengers, but it was a dismal failure, with only two built. A few years later, Avro developed the "Type 561 Andover" -- an oversized single-engine biplane that could haul twelve passengers or, in an air ambulance role, six stretcher cases. Only four were built, serving with the British Royal Air Force (RAF) in the air ambulance role. The Andover's failure was probably for the best; no aircraft that looked that ugly could possibly be any good.

More encouragingly, in 1928, the firm obtained a license to build the Dutch Fokker F.VII trimotor transport, giving the aircraft the designation of "Avro Ten". Avro found the experience of producing the Fokker design educational, pointing the firm to new concepts in design and production of aircraft. The firm exploited this lesson to develop their own refinement, the "Avro Eighteen" or "Avro 642"-- though none of this series were sold in more than penny

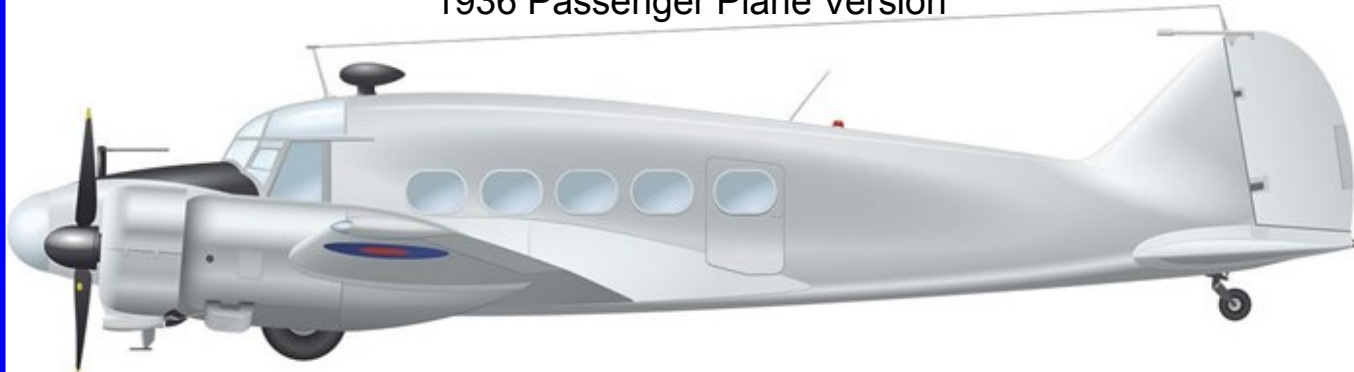
packets. In 1934, British Imperial Airways issued a request for a small four-passenger monoplane airliner for charter operations. Avro responded with a scaled-down version of the Avro Eighteen, designed the "Avro 652", with twin Armstrong Siddely Cheetah V seven-cylinder air-cooled radial engines, providing 215 kW (290 HP) each and driving two-bladed propellers. Landing gear was of tail-dragger configuration; the main gear retracted into the engine nacelles, but the tail gear was fixed.

The first flight of the initial Avro 652 prototype was on 7 January 1935; this machine and a second Avro 652 were delivered to Imperial Airways two months later. The design was very "clean", and the Avro 652 had an excellent, by the standards of the time, cruise speed of 266 KPH (165 MPH).

While Avro was working to fulfill the Imperial Airways requirement, the British Air Ministry issued a requirement, "G.18/35", for a new coastal reconnaissance and patrol aircraft for the Royal Air Force (RAF). De Havilland responded with a derivative of the company's D.H.89A Dragon Rapide biplane", while Avro responded with a modified version of the Avro 652, the "Avro 652A". The Avro 652A differed from the civil version in having improved Cheetah VI engines; a large Armstrong Whitworth turret with a single 7.7-millimeter (0.303-caliber) Lewis machine gun on the back; an observation panel under the nose; and three square cabin windows on each side of the aircraft, replacing the oval windows of the civilian variant. The prototype Avro 652A was delivered for evaluation in April 1935, proving unquestionably superior to the de Havilland submission. An initial contract for 174 examples of the "Anson", as it was named, was awarded to Avro in July 1935. The contract specified many detail changes for production machines.

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1936 Passenger Plane Version

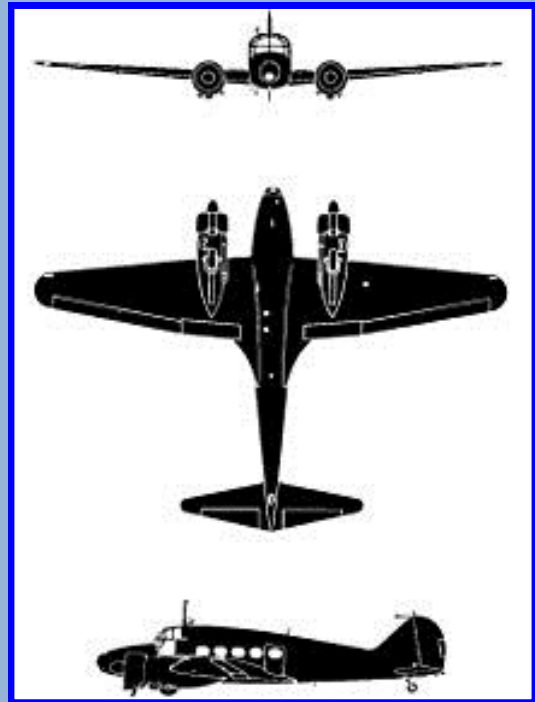


First delivery of the "Anson Mark I" was to RAF Number 48 Squadron at Manston in March 1936. Although the aircraft had been procured for maritime reconnaissance, the RAF was then committing to an "Expansion Scheme" to prepare for war with Hitler, and the Ansons were pressed into service as navigation trainers.

By mid-1938, Number 48 Squadron had about 80 Ansons on hand. Just before the outbreak of war, the Squadron was redeployed to coastal bases to fly the aircraft in the ocean-patrol role for which they had been originally intended. On 5 September 1939, only a few days after the outbreak of war, an Anson performed the first RAF aerial attack on a U-boat in the war.

By that time, flight crews had learned to like the Anson. The fuselage was made of steel tubing with fabric covering, the wings were built as spruce and plywood frames with plywood sheathing. The square windows alongside the fuselage provided an excellent view for observers. Along with the single 7.7-millimeter gun in the dorsal turret, Ansons used for maritime patrol had a single fixed 7.7-millimeter Vickers gun firing out the left side of the nose; they also carried flares and smoke floats, plus eight 9-kilogram (20-pound) bombs or two 112-kilogram (250-pound) bombs. The large bombs were stored on racks below the mid-fuselage, while the small bombs were stowed in bomb bays in the wings, between the engines and the fuselage.

An inflatable survival dinghy was stowed in the top of the right engine nacelle, and the aircraft was fitted with direction-finding (DF) gear and a loop antenna. Whether the dinghy or DF gear was fitted to other variants is unclear, though pictures of Ansons used in training do not seem to have the loop antenna. The main landing gear had to be retracted with a hand-crank system, which made the process somewhat laborious. Such annoyances did not detract from the fact that Faithful Annie was strong, reliable, and handled well. " □





110 Black Hawk Squadron

Royal Canadian Air Cadets

With Cécile Thomson



Captain Kevin H. Vieneer, CD, CPA

Captain Kevin Vieneer was born in East York, Ontario, the son of a federal civil servant and factory technician. Captain Vieneer spent his cadet career at 110 Black Hawk Squadron where he was the recipient of several awards before graduating at the rank of Flight Sergeant.

After completing his university studies, he returned to 110 Squadron as a civilian instructor, and was enrolled in the Canadian Forces as an officer cadet in 1999.

Captain Vieneer received his commission on 02 February 2000, and has served at five different units during his 19 years of service, including Commanding Officer of 876 Lincoln Alexander Squadron from 2008 to 2011 as well as Deputy Commanding Officer on three separate occasions. Captain Vieneer was also officer commanding of the Toronto Air Group Christmas Training Course. Captain Vieneer received the Canadian Decoration in January 2012.

Captain Vieneer's current list of secondary duties include directing staff instructor with Regional Cadet Instructor School (Central), Regional Cadet Movements Officer and e-Learning Facilitator for the distance learning portion of a number of officer training courses.

Captain Vieneer holds a Bachelor of Commerce Degree from Ryerson University and is also a Chartered Professional Accountant. In civilian life, he is an Accounts Payable Manager at a large telecommunications company, where he founded an employee resource group supporting current and former Canadian Armed Forces members and their families.

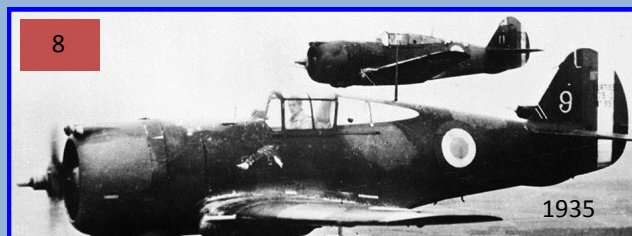
- Formed on 01 Nov 1973
- Currently 3rd largest cadet unit in Central Region - quota of 216 cadets
- Mentored by 25 staff, including 9 CIC officers
- Activities 3-4 nights per week including:
- Mandatory Training (Tue)
- Band (Thu)
- Sports (Basketball, Volleyball, Soccer etc.) (Fri)
- Drill Team without Arms (Fri)
- Drill Team with Arms (Sat/Sun)
- Ground School (Thu & Sun)
- Biathlon (Fri/ Sun)
- Effective Speaking/Debating (Thu)
- Significant Accomplishments
- 10 cadets earned Duke of Edinburgh bronze award in the past year
- Drill Team W/O Arms placed 2nd in Central Region
- Selected top Air Cadet Squadron in Niagara and Greater Toronto Area in 2017-18 training year by OPC.
- Two cadets qualified for the National Biathlon Championship in 2018.
- Significant Challenges
- Need additional parade square space, unable to conduct proper CO's parades
- Portable on school grounds, critical to effectiveness of the program, needs to be replaced.
- Band Program needs new instruments, currently leveraging RCSU loan program from Blackdown
- Not enough tagging locations for number of cadets, need alternative forms of fund raising

We are very fortunate to have been adopted by 408-437 Wing. Happy New Year!



Captain Vieneer

Fighters/Trainers, Early 1930s–Difficulty: ★★★★★



1. Boeing P-26 Peashooter 2. Stearman/Boeing Kaydet 3. Gloster Gladiator
4. Hawker Hart 5. Grumman F3F 6. Brewster F2A Buffalo 7. Hawker Fury
8. Curtiss Hawk 75 9. Curtiss Helldiver 10. Hawker Nimrod

Answers to Quiz

Under the Eiffel Tower

Bill Overstreet Jr., WW II fighter pilot who flew THROUGH the Eiffel Tower to take down a German plane died in Virginia at aged 92. A former captain in the U.S. Air Corps, he passed away on Sunday at a hospital in Roanoke, Virginia. In the spring of 1944 Bill and his P-51 C, the "Berlin Express" were near Paris when the scene that is immortalized in the artwork by Len Krenzler took place. Bill had followed a German Bf 109 from the bombers he was escorting when most of the German fighters left. The two planes had been in a running dogfight.



The German pilot flew over Paris hoping that the heavy German anti-aircraft artillery would solve his problem and eliminate Overstreet and the 'Berlin Express', though Bill managed to get some hits in at about 1500 feet. The German's engine was hit, and Bill stayed on his tail braving the intense enemy flak. His desperation undoubtedly growing, the German pilot aimed his plane at the Eiffel Tower and in a surprising maneuver, flew beneath it. Undeterred, Bill followed right behind him, scoring several more hits in the process. The German plane crashed and Bill escaped the heavy flak around Paris by flying low and full throttle over the river until he had cleared the city's heavy anti-aircraft batteries. □



Bill Overstreet Jr.

