

Royal Canadian Air Force Association of Canada



WING MATE

Newsletter of 408-437 Wing

January 2019

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

President.....	Nick Czernkovich
ncz@aerosafety.ca	416-654-2832
401-21 Tichester Road, Toronto, M5P 1P3	
Immediate Past President....	Kurt Abels
	416-267-8874
Vice-President.....	John Wreglesworth
	416-231-0740
Secretary.....	Margaret Cole
Membership	416-221-6412
Treasurer.....	David Ouellette
	416-449-0610
Wing Mate Editor.....	Terry Sleightholm
	416-208-7905
Air Cadets.....	Jackie Johnston
	[818 Squadron]
	Cécile Thompson
	[110 Squadron]
Events Coordinator.....	John Wreglesworth
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

January.....	Film Night
February.....	Film Night
March.....	TBA
April.....	TBA
May.....	TBA
June.....	TBA



JANUARY



No birthdays this month



Happy Birthday!

President's Message

Happy New Year Wish from your Executive!

We made it through yet one more year regardless of the usual predictions of the world imploding. We all know who the only One that knows when this will happen. Best wishes for happiness, health and a productive New Year and what the heck more money. I'm sure you know the old trite argument 'Money can't buy happiness'. May as well be miserable in luxury. I've heard there is something to this. I'm referring to the luxury component.

A sincere thanks to the members and friends who were able to take part in this year's Christmas Dinner and made it a success. Plenty of great food, great music provided by our usual jazz trio Avalon's Garden; and ofcourse the open Bar didn't hurt any. While slapping ourselves on the back for mission accomplished, a wholehearted thank you goes to **John Wreglesworth** and **Barbara Newman** who put in the major effort to keep this train going down the track track. John manned the phones and Barbara bought all of the things we needed such as plates, utensils and decorations, appetizers etc. As well, the plucky duo arrived early at the Legion to dress the tables for your dinning pleasure. Last but not least **Jackie Johnson** completed the circle by bringing the cadets of 818 Squadron to serve the food, well done and thank you. I can hear a chorus of 'why' forming on your lips. I'm glad you asked. About two weeks or so prior to the function John contacted the Legion to confirm that the universe was unfolding as it should. Yes, well more-or-less, we were told that the hall is reserved for us but they do not have a Ladies Auxiliary to do any cooking anymore. I was curious as to when we were to be let in on this minor glitch. So find a caterer or bring lots of jelly donuts, Santino Catering won the toss. Depending on whom you talked to, the Legion could or could not supply servers and table setting. In the end Barb took the helm and made it happen. Under Barb's unwavering and watchful eye John carried out his mission admirably dressing the festive tables; as one who has worked on the Avro Arrow can. And that is the whole truth and nothing but the truth. **Happy New Year.**

Our next **Parade Night** will be on **14 January**. Theme for the January and February meetings will be **movie night, relaxed dress**. Safest bet incase we have to cancel because of the weather. Please make an effort to be there.

You may not realize that the *Wing Mate* is distributed to all Wings in Ontario, some in the Maritimes and out West, with favourable return comments. I believe that all Wings should share their newsletters for distribution. A comment was made at the Calgary BNAGM that Wings operate as islands onto themselves. Its true does anyone know what other Wings do? Not unless you have some connection to it. Do we have the same concerns about our organization? We as a whole need to have a dedicated web site where our newsletters are posted so all can read about each other's doings or send them to each other. I'm betting that our national executive is not interested in it. Perchance this is one of the questions we need to ask at the next National AGM. Why isn't there one? Wings need to have closer association with one another to sort out our collective problems. Waiting for help from National Headquarters reminds me of Samuel Becket's "Waiting for Godot." We all suffered through this one in high school. Enjoy the magazine and please send any comments you may have to the editor or myself. Any comment always improves the contents and quality and the variety of the material within.



Nick Czernkovitch

Jackie and Cécile will return next month.

818 Toronto Falcon Squadron

Royal Canadian Air Cadets



Jackie Johnston



110 Black Hawk Squadron

Royal Canadian Air Cadets



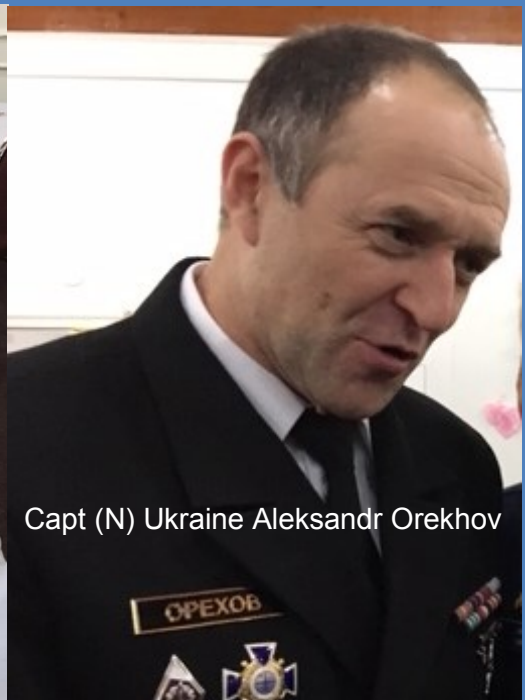
Cécile Thomson





Wing Dinner December 2018





Capt (N) Ukraine Aleksandr Orehov



Wing Dinner
December 2018



The Spitfire & Its Marks

The first production model Spitfires, armed with eight Browning machine guns in their wings and fitted with bullet-proof glass, were posted to a few squadrons early in 1938. 19 Squadron based at RAF Duxford was the first to receive the cutting-edge modern fighter. Many pilots flew with the canopy open as they weren't used to closed cockpits.



The Battle of France and the Battle of Dunkirk were the two first major tests of the new Spitfire. Against the JU 87 dive bomber, its armament and maneuverability showed its worth. Despite this, the RAF and Luftwaffe each lost close to 200 aircraft over the nine days of fighting around Dunkirk.

The MK 1 Spitfires used in the Battle of Britain were steadily refined with renowned pilots making suggestions. This culminated in the introduction of the MK 5 Spitfire in March 1941. Most MK 5s had two cannons and four machine guns. They also had a more powerful Merlin 55 engine that could produce 1415 hp.

This version of the Spitfire was rushed into service to meet the threat of the newly introduced Messerschmitt BF-109 F. However, another threat appeared in September 1941 when Polish pilots of 315 Squadron reported being attacked by an unknown radial engine fighter. This was the FW-190.

Some Spitfires were made to meet the role intercepting high flying enemy bombers. The MK 6 was designed with elongated wingtips and a pressurized cockpit to be more effective at this job.

Some low-level flying aircraft were built with clipped wings. MK 5s were modified in this way to give them a faster rate of roll at the cost of sacrificing some lift and turning effectiveness. This was found to be of use in the North Africa campaign which saw Spitfires modified into 'tropical' variants with air filter attachments. The MK 9 had a MK 5 airframe but was fitted with a Merlin 61 engine. This engine gave the aircraft a huge advantage over the older MK 5s. It could climb extremely well and came into its own over 20,000 ft. There it could maneuver much as it could at lower altitudes whilst flying at its maximum speed of 368mph.

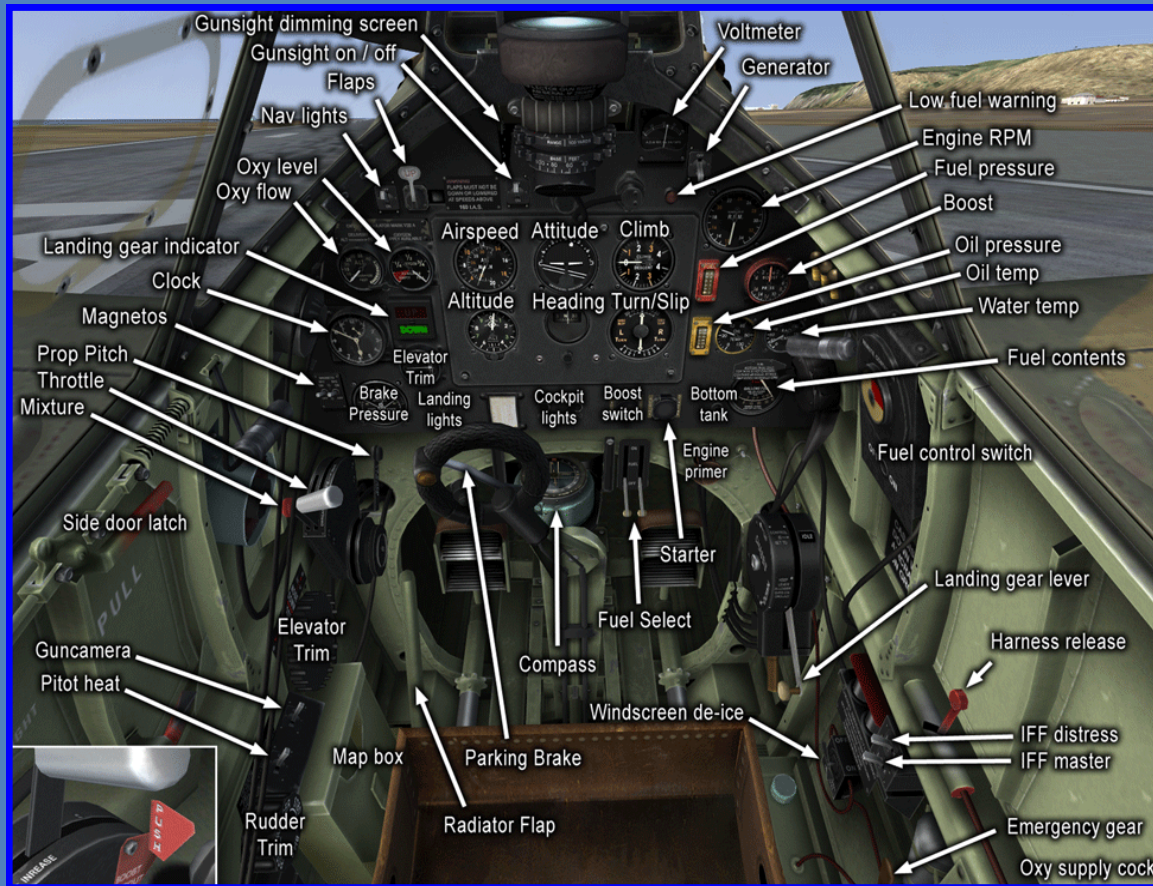
Later into the war, the Spitfire was again upgraded with a new engine. This time, though, it was a step ahead of the Merlin that had powered its earlier versions. The MK 12 Spitfire was the first to be equipped

with this new powerful engine that produced a huge 1735hp. This engine added some length to the nose of the Spitfire. It also meant that two large bulges were added to the top of the cowling to cover the large cylinder banks.

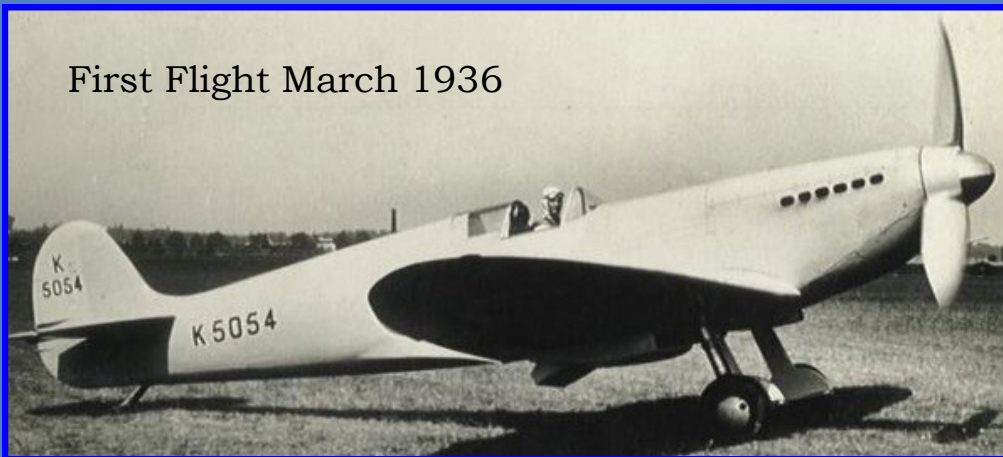
Many of these later Spitfires were fitted with huge five-bladed propellers to soak up the energy of those massive engines. As the Spitfire design was pushed to its limits in the later days of the war, developments of faster photo reconnaissance Spitfires resulted in the entire airframe of the airplane being changed. At this point, it was almost a completely different aircraft to Mitchell's original. The wing had been redesigned, the undercarriage shifted, and the stabilizers enlarged. The final variant was the MK 24 built in 1947.

This beauty saw service in Hong Kong until 1955.



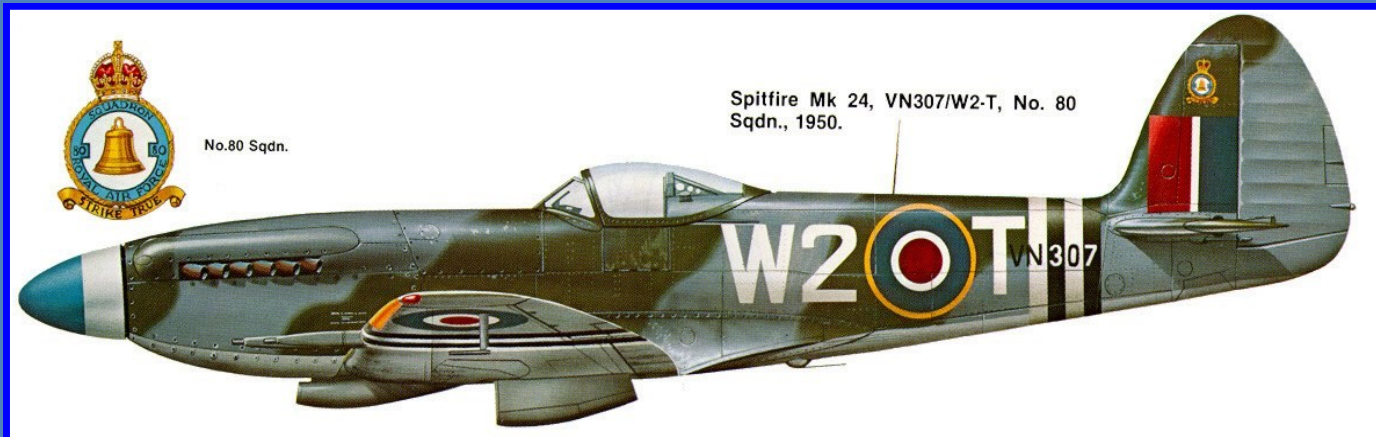


First Flight March 1936

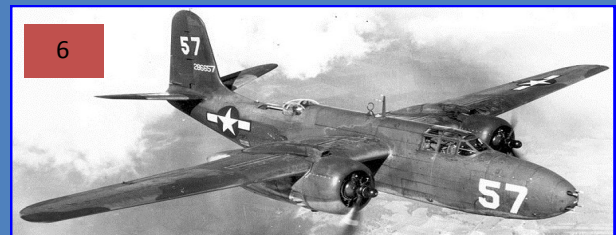
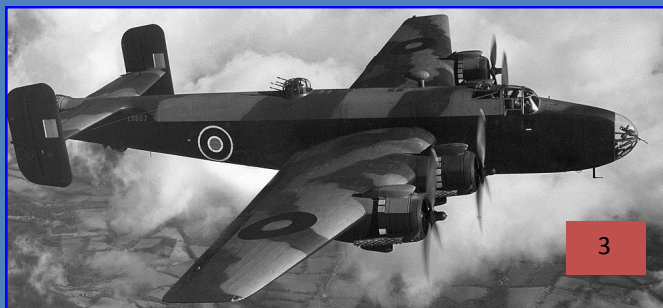
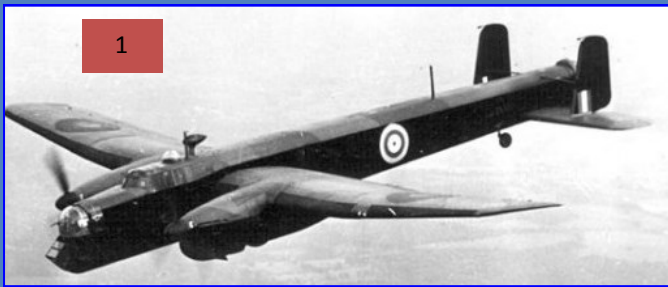


Drawing of First Spitfire 1936





Bombers of World War II–Difficulty: ★★☆☆☆



1. Armstrong Whitely [in 1939-40] 2. Boeing B-17 Flying Fortress 3. Handley-Page Halifax
4. Boeing B-29 Superfortress 5. Consolidated B-24 Liberator 6. A-20 Douglas Havoc
7. Short Stirling 8. Vickers Wellington 9. N. American B-25 Mitchell 10. Martin B-26 Marauder

Answers to Quiz

Annual Cadet Christmas Dinner Moss Park Armoury 818 Toronto Falcon Squadron



