Wing Mate

Newsletter 408-437 Wing

Royal Canadian Air Force Association of Canada

November 2020

LEST WE FORGET

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.

2020 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/Membership..... Margaret Cole
416-221-6412
Treasurer..... David Ouellette
416-449-0618
Wing Mate Editor.....Terry Sleightholm
tsleightholm46@gmail.com 416-208-7905
Events Coordinator.....John Wreglesworth
Program Speakers.....Jack Lumley
416-449-9389
Fellowship Chair..... Barbara Newman
416-223-7840

Air Cadets

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.

Events Schedule 2020

T.B.A.

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

1 block east of the Allan

NOVEMBER

Happy Birthday!

Stewart Hamilton... 4th

Mort Lightstone..... 12th

President's Report

Dear members,

The good news today is "No news is good news," that it is to say that all our members are safe and waiting to leave the mother ship after this Chinese virus has run its course. I've heard nothing to the contrary. I'm sure with this upsurge with numbers you have all surmised that there will be no General Meeting this month, and more likely no Christmas dinner on 14 December. I will miss David's cool dance moves and Armin's 'Squeeze Box.' But stay tuned…the sun will shine again.

Remember the old TV ad for Midas Muffler 'You're a somebody'? If you do, you are getting on. Well now you can be a Somebody at Walmart also. Have I lost my sanity? No. Walmart is now offering personal shopping, yep no typo. As their add says, call ahead and reserve your time and space and you can avoid standing in line. I wonder if it extends to the checkout line as well. Now that would be the carrot on the stick.

Cécile and I attended the Spring Central Region Meeting (somewhat delayed) at 447 Wing at Mount Hope on 17 October. Except for a couple of larger Wings who were active this past summer, not much has happened. Everyone is hiding in the reeds 'til this blows over.

One note of interest from the meeting: Mr. Jack Finan as I recall is a member of 447 Wing is turning 101 years old I believe on 6 December. Will verify. Mr. Finan was a Lancaster pilot. If you wish to send him a birthday card his address is:

96 Grays Road,

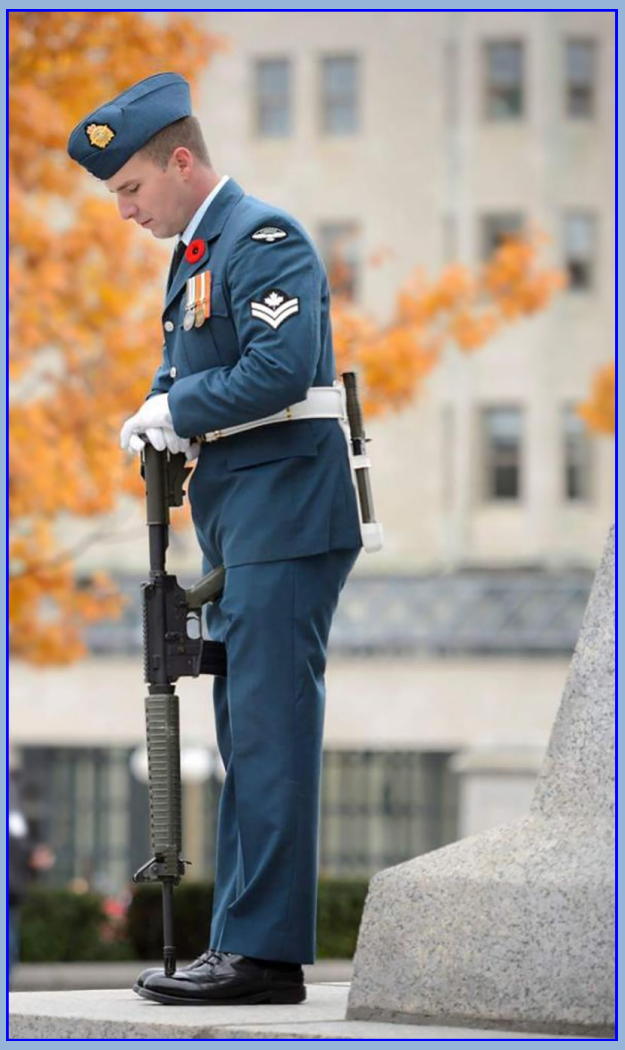
Stoney Creek, ON,

L8G 3V1

The family is also planning a Drive-by Birthday celebration at his house if you are interested. Everyone meet up at 1230 on Grays Road Stoney Creek. Details to follow. They're hoping to have 101 cars. Balloons will be supplied.

(See page 16 for an article on Jack.)

Nick Czernkovich



818 Toronto Falcon Squadron
Royal Canadian Air Cadets

With Jackie Johnston

Reflecting on this first month, as the cadets and staff of 818 Squadron learn to adapt to this new world of virtual training i can say that our start has been a success. Though our numbers are significantly down compared to previous years, cadets are engaged and participate in all of our virtual activities.

During the first month we have reestablish our ground school training, began an effective speaking club, hosted a leadership seminar for our senior cadets and conducted an award ceremony to recognize cadets for the 2019/2020 Training Year because we missed our ARC in June.

Looking into November we are planning Virtual Remembrance Day engagement activities to pay respect to those who paid the ultimate sacrifice for our country. Additionally November will bring the first opportunity for training and evaluations for our senior levels and I know our training officer is looking forward to the challenge of conducting virtual leadership evaluations.

All in all, we are doing our best with the remaining cadets we have. Everyone is in good spirits and we are all hoping that we can resumes some in person activities sooner rather than later.

Sincerely,

Captain Daryl Abbott

110 Black Hawk Squadron
Royal Canadian Air Cadets

With Cécile Thomson

Virtual training nights have taken place via Google Classroom on Tuesday nights. The Squadron Sponsoring Committee Chair will attend an OPC budget meeting on November 3, where its response to COVID-19 will be discussed in a town hall format on the Blue Jeans Video Conference platform.

110 Squadron's 2020-2021 cadet assessment fee will be based on a quota of 227. This means when OPC lottery books are ready in the new year, we'll have to sell 227 half books at a cost of $6,810. The portion that is returned to us will be $2,837.50 .

Cécile

Ilyushin IL-2 Sturmovik

"Winged Tank"

In 1932 the Soviet Air Force became an independent service, but to be sure, its purpose was to support the infantry and tanks.

Oddly enough, the Soviets did not begin developing a ground attack aircraft until about 1938.

Thus S.V. Ilyushin made a proposal for a "flying tank", using the latest construction techniques. The prototype was built in 1939 but delays meant that it was not test flown until March, 1940.

Its new engine type, range and speed posed problems. Its two-seater designation became a single-seater to save weight. Engine unreliability and lack of the delivery of the 23 mm guns did not deter the Soviets to rushing the Sturmovik into mass production in December, 1940.

Ilyushin IL-1 Prototype

In May, 1941, the first planes were delivered to the operational squadrons. Those planes were single-seaters with an armament of two machine guns and two 20 mm cannon. The IL-2 could also carry four rockets and two bombs. The aircraft also carried an armored tub that ranged in thickness from 4 to 12 mm in thickness.

When the war came, the IL-2 was a run-of-the-mill ground attack plane, but one with extra armor. While the armor got the plane lots of press as a "flying tank", in practice it wasn't that useful. The armour added a lot of weight, making the plane sluggish with no protection against the German Flak guns. The war experience would prove that speed and maneuverability were paramount in its ground attack role.

Early in the war, the IL-2 squadrons suffered tremendous losses part due to pilot inexperience. Unbelievably, the pilots had no instruction on how to conduct bombing or rocket attacks. There was no bombsight, and the pilots had to reckon on the time to drop bombs. However, the bravery and skill of the pilots built the reputation of the IL-2, with pilots flying missions against the odds.

The IL-2 pilots soon learned to fly circuitous routes over the Russian steppes at very low altitudes. In the face of German air superiority, the only way to survive was to escape detection.

By June, 1943, the first IL-2 two-seaters were entering squadron service. They were created in an attempt to stem the losses inflicted by enemy fighters The extra weight affected performance, and the gunner's limited field of fire with a single gun wasn't likely to drive off a determined Bf-109 pilot. The gunner wasn't as well protected as the pilot, and the pilots felt responsible when they pressed home an attack on a dangerous mission and returned home with a seriously injured or dead gunner.

The addition of a second person affected the center of gravity, and a few months later the design was modified so the outer wing panels were swept back to move the center of lift aft to compensate for the extra weight. This brought the controllability of the plane back to the level of single seaters.

Better coordination with Soviet fighters reduced the losses in 1943 and 1944. The second crew member assisted the pilot in navigation, communications, and coordination with other Il-2s and their fighter escort. Development of the Il-2 continued throughout the war, with the ultimate version, the IL-10, appearing in 1945.

Ilyishin IL-10 "Beast"

More than 36,000 Il-2s were produced during the war, and in combination with its successor, the Ilyushin Il-10, a total of 42,330 were built. Thus, it is the single most produced military aircraft in aviation history. The American postwar civilian Cessna 172 and the Soviet Union's Polikarpov Po-2 *Kukuruznik* biplane are close behind.

Il-2 pilots called the aircraft "Ilyusha". To the ground troops, it was the "Hunchback", the "Flying Tank" or the "Flying Infantryman". Its postwar NATO reporting name was "Bark"

The Il-2 aircraft played such a crucial role on the Eastern Front, that when a factory fell behind on its deliveries, Joseph Stalin told the factory manager that they were "as essential to the Red Army as air and bread."

Tactics improved as Soviet aircrews became used to the Il-2's strengths. Instead of a low horizontal straight approach at 160 feet altitude, the target was usually kept to the pilot's left and a turn and shallow dive of 30 degrees was used, using an echeloned assault by four to twelve aircraft at a time.

Although the Il-2's rockets could destroy armoured vehicles with a single hit, they were so inaccurate that experienced Il-2 pilots mainly used their cannon. The Sturmoviks also used bomblets (cluster bombs) against tanks held in four external dispensers or up to 220 in the inner wing panels' internal ventral weapon bays. These weapons were able to defeat the thick armor of the Panther and Tiger I German tanks.

WW II Female Engineer To Get Her Heritage Minute

Pioneering female aeronautical engineer Elsie MacGill is the focus of a new Heritage Minute.

Historica Canada released a tribute to MacGill's influential role in the Second World War on Thursday to mark the first day of Women's History Month. In 1938, Elsie was hired as chief aeronautical engineer at CanCar, where she supervised their transition from railcar to aircraft manufacturing. Elsie was responsible for a major redesign of the Maple Leaf II training plane and it became recognized as the first plane designed by a woman. After war was declared, CanCar turned to building the Hawker Hurricane fighters.

Under Elsie's leadership, it took only one year for CanCar to produce the first Hurricane. She pioneered a modular construction system so that each part would be precisely machined and would be identical on each plane.

MacGill was one of the first women admitted to the engineering program at the University of Toronto in 1923, and would earn a master's degree in aeronautical engineering from the Massachusetts Institute of Technology six years later.

The Heritage Minute clip picks up after those achievements, centering on her role at the Canadian Car & Foundry in what is now Thunder Bay.

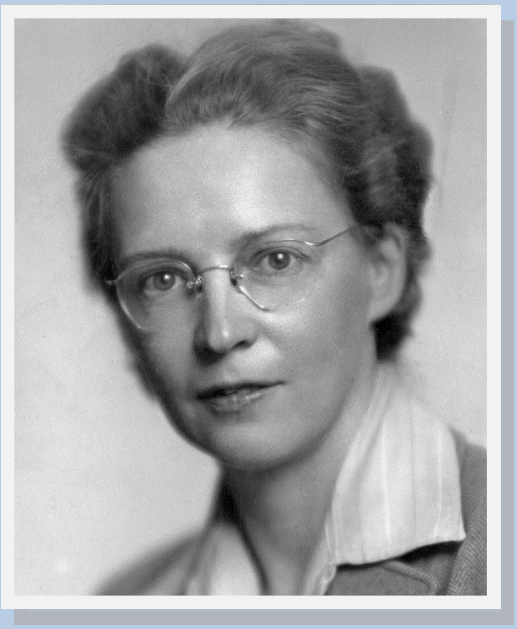
That's where she oversaw the production of more than 1,400 Hawker Hurricane aircraft, which were flown by Canadian airmen in the Battle of Britain.

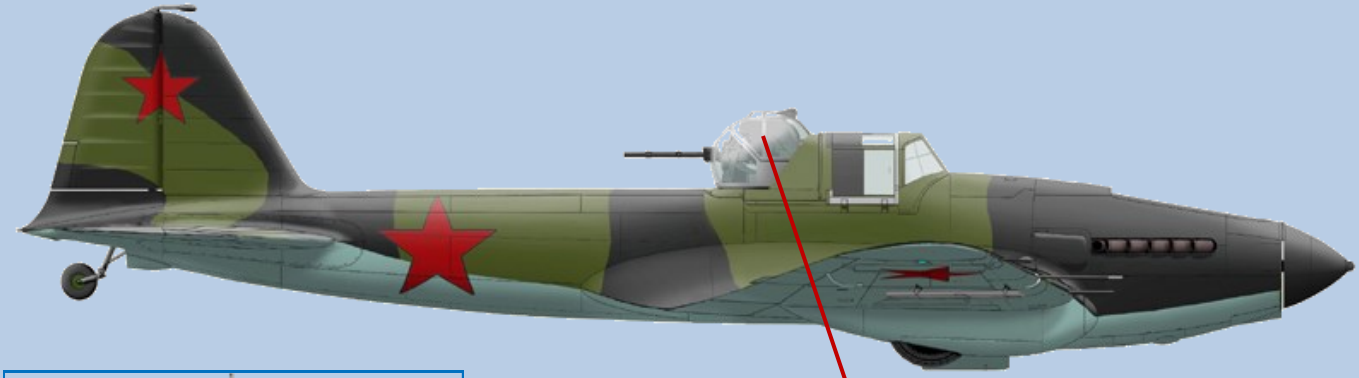
Her involvement helped earn her the nickname "Queen of the Hurricanes."

The Heritage Minute was written and directed by Scooter Corkle, who also produced a 2019 tribute to Japanese-Canadian baseball team the Vancouver Asahi.

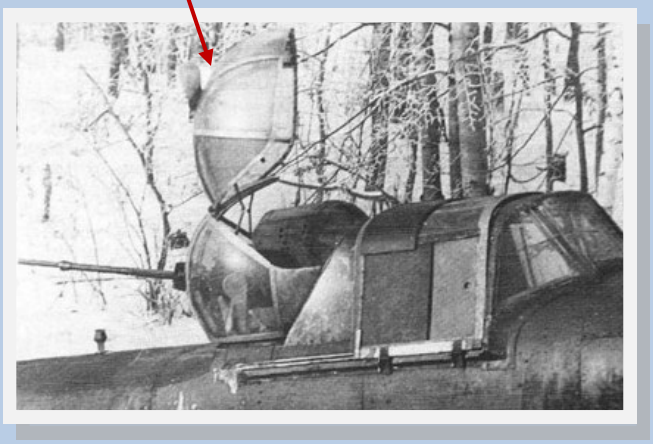
The Canadian Press, October 1, 2020

Submitted by Cécile Thompson





IL-10 Beast



Ilyushin Il-2

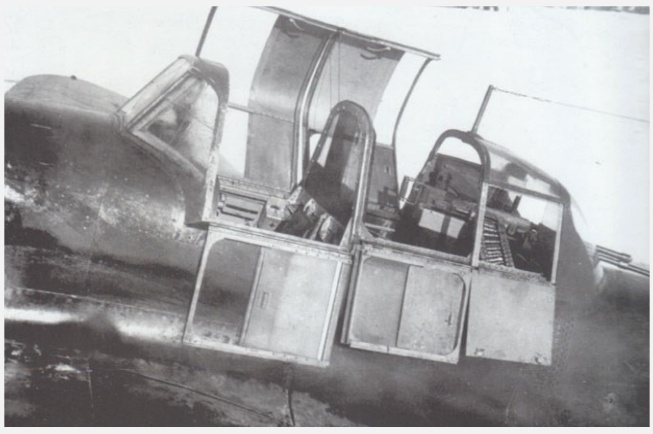
Artist: Richard J. Caruna

Ilyushin Il-2, "White 24", 8th GvShAP, Saki, Crimea, May 1944. *"For the Honour of the Guard/For the Motherland"* inscriptions on fuselage sides, port and starboard, with white flash on starboard side only.

МСТИТЕЛЬ. 25

Apparently John Wreglesworth has been to a few conventions!

The windshield was made of armourglass, while other glazing was made of simple plexiglas, but with two steel plates aside the pilot and armour behind him. Both the pilot and the gunner were protected by the steel aft fuselage.



The Arrow Test Models

We all are familiar with the Avro Arrow story. Even the mention of that aircraft's name can stir feelings of anger, patriotism, and frustration.

But one piece of the Avro Arrow story had been lost for decades: the 12 test models that had been fired into Lake Ontario between 1954 and 1957. The majority of test models for the Avro Arrow were launched from the Canadian military base at Point Petre in Prince Edward County. These models were fired out over Lake Ontario since the base didn't have access to a big enough wind tunnel that could reach high enough speeds for their testing.

In the last twenty years, five expeditions have attempted to find the models at the bottom of the lake, but none hadfound even a single piece. ..until recently.

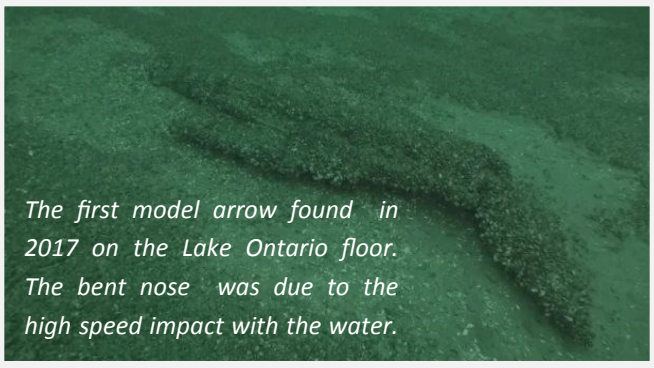
Burzynski's *Raise the Arrow Project* tried what others had failed to accomplish.

The project first had to figure out where to look. Most of the Arrow documents were ordered destroyed after the program was cancelled. One story said that a Soviet spy was suspected of working at Avro and the documents were destroyed to keep them out of enemy hands. Then again, there was no need to keep them when the program was shut down.

A document for Free Flight Model number seven, was found in the National Research Council's archives in Ottawa. The most detailed report allowed the search team to determine the trajectory of the models. That information was handed to a former Avro aerodynamics department employee, who was able to calculate some possible landing zones in the lake.

A test model atop a rocket ready to be blasted at supersonic speed over Lake Ontario at Point Petre

The first of nine models shot that was brought to the surface in 2017, is now on display in Ottawa. Any Avro materials discovered by the search team will find new homes at the Canada Aviation and Space Museum in Ottawa and the National Air Force Museum of Canada in Trenton, Ont.ario



The first model arrow found in 2017 on the Lake Ontario floor. The bent nose was due to the high speed impact with the water.

Hon-our

Roll 408/437 RCAFAC

Lest We Forget

2001

	BUR42876	Burnett, Peter.
08 November	NEW07795	Newman, Bert.

2002

02 March	JAC07735	Jackson, Arthur A.
12 March	RICH47023	Richardson, Bruce.
18 March	MAT44273	Mather, Alex, Sandy.
02 April	MOLL07790	Molland, William.
02 May	GAZ07359	Gazey, Harry.
02 August	MCA15044	McAvella, B.J.
02 October	FUL09461	Fulton, K.R.
27 November	STI07769	Stigant, Ronald F.

2003

08 January	THO27256	Thomas, Gordon Stanley.
23 January	WIL38697	Willis, Jack.
20 February	GLO7363	Glover, William.
22 April	COM44369	Comat, Giorgina.
30 April	MCG07758	McGillicuddy, Hugh Brennan.
27 May	VAL07777	Valley, Joseph.
27 May	COO07335	Coo, J.H.
30 May	ETH07374	Etherington, William.
August	SEA07764	Seaman, John T.
23 August	JOH107343	Johnson, W.G.
13 November	BUR14316	Burnside, Elward.

2004

24 May	BAR33318	Barber, Verdun T.
24 October	SHE7764	Shelley, Brian

2005

14 March	JES38591	Jesshope, Ernest Fredrick.
13 April	LUC	Luck, Alfred.
September	HAS07374	Hasted, Sydney.
06 November	HAU07724	Hauth, Jessie.
09 November	QUI14353	Quinn, Pat.
16 December	SIN44477	Singer, Syril.
17 December	MCC07756	McCormack, Fred.
21 December	PEN7307	Penfold, George

2006

13 May	RIC22354	Richards, Fredrick.
31 December	ROB10776	Robertson, Lloyd George.

2007

02 April	SAM50131	Samuels, Maurice.
12 May	COC44370	Cockburn, William.
12 June	SEI07763	Seibert,Bruce Peter.
20 August	MCD10761	McDonald, K.J. Ken. Grp/Capt
25 September	MUR13044	Murphy, Gerald.
28 October	COR73338	Cornbloom, Murray.
28 November	CHA39451	Chase, Carmin.

2008

23 April	MOZ07793	Mozel, Nicholas.
06 July	GRA16363	Gray, Ruth.
	HAR07373	Harvey, J. Harland Charles Fox(see below)

2009

16 February	MOO07306	Moore, E Daisey.
14 March	BAI20813	Bailey, Ross Halidas.
07 August	DEN07343	Dent, Donald W.
22 August	LEM01476	Lemmon, Edgar.
07 September	CLA16693	Clarke, Roy.
12 September	CUR07342	Curnoe, William.
15 September	PEN07798	Penny, William S.
29 November	RIC47023	Richardson, Ken.

2010

12 November	JEF19527	Jeffery, Jeff.
22 November	GOE32894	Gorgas, George
12 November	JEF19527	Jeffery, Jeff.
01 December	MAR07749	Martin. Ed.

2011

17 January	LLO07742	Lloyd, William.
26 January	WRI07787	Wright, John.
01 February	CON09644	Connolly, Betty.
02 April	FLA07351	Flatt, Donna.
20 April	FLA07351	Flatt, Peter.
	OYS45593	Oystrick, Fred.
18 July	NIC07814	Nichols, Howard A.
02 October	WIL44274	Wildman, Ernest Arthur.
05 December	CAH10796	Cahan, Jeanne.
11 December	PHI49815	Phillips, George A.
21 December	CON09644	Connolly, Glen.

2012

12 January	MAC18261	MacKellar, Douglas.
06 September	ELL28511	Ellis, Ross.
20 September	CAR07331	Carter, Nick.
30 October	GAY43231	Gay, Elmer.
11 December	HIl22791	Hill, Ken.

2013

04 January	HEN07728	Henderson, John
08 January	McR28341	McRae, Grant
19 January	BAR07316	Barnett, R. Victor
17 March	MAX25588	Maxwell, Ernest.
18 June	MCG17479	McGuffin, Jim.
29 June	ELL50134	Elliot, Don.
01 July	HER21333	Herbert, R A. (General)
09 August	KAR368860	Karatsis, Dimitirs.
25 November	BEN28485	Bent, James.
04 January	HEN07728	Henderson, John
13 January	MCR28341	McRae, Grant
19 January	BAR07316	Barnett, R Victor

2014

25 April	POI38372	Pointer, Ronald
28 May	ROM07760	Romansky, Alex.
08 June	COL34824	Cole William.
04 August	SHU49849	Shulman Hy
22 December	SMI30603	Smith, Harry

2015

06 January	RIT50852	Ritchie, David.
20 June	MAS23427	Maslen, Robert.
20 July	CAH10796	Cahan, Jack
27 September	155980	Huck, Gordon.
20 October	WEB343670	Weber, George Dr.
06 December	MAR209880	Martin, George F.
28 December	R*VP RCAFAC*	*Cuffe, Gerry*.

2016

07 January	ROD07807	Rodmell, Roy
21 February	KEW07740	Kewen, Charles Causon.
29 May	055050	Carrey Willie
06 August	125550	Goodwin H. Terry Flt (DFM DFC)
October	216490	McCreith T, John
11 November	152500	Holliday, Robert (Maj)

2017

02 February	BRE42874	Breton, Helen (age 92)
05 March	252800	Osborn, Geoffrey
06 July	PEA40141	Pearson, Fred

2018

01 February	HR07372	Harvey, John (Orillia)
05 September	057080	Casson, Charles (Chuck) F/L
02 September	069370	Cook, Alex
19 April 349410		Wilcox, Frank

2019

16 January	157730	Hunter, Gordon
27 February	603670	Marion, Jacques
11 October	STE25839	Stevens, Fred

2020

24 May	338550	Wallace, Albert

He travelled with us in 2005 to Holland. Charley Fox was a member of the Air Crew Association. Regarding Charlie Fox – he was a Spitfire pilot in 412 Squadron who in July 1944 in France spotted a black staff car. He attacked the car and as it turned out, the car carried German General Erwin Rommel, the Desert Fox, and Charley succeeded in wounding him. There was a book called ' Day of the Flying Fox' written by Steve Pitt.

Charley Fox

Jack Finan 447 Wing

When asked how many missions he flew during the Second World War, John "Jack" Finan is fast with the quip: "Too many."

When he first enlisted, Finan couldn't train to be a pilot because the Royal Canadian Air Force (RCAF) required candidates to have completed their university education. So instead, he became a member of the ground crew.

Later on, when the requirements changed, he reapplied and was accepted to the aircrew. The first plane he trained on was a Tiger Moth. Finan remembers his first time trying to land.

"We touched the ground, and ricocheted about 30 feet into the air," he said. Finan said the instructor told

him, "'Now that we know where the Earth is, let's land on it.'"

Eventually, Finan was trained on 23 different kinds of aircraft, from single-engine planes all the way up to four engines, including the Lancaster. His favourite plane to fly?

"The one that didn't crash," he said with a laugh.

On Finan's last mission during the Second World War, he was flying the Lancaster, carrying a load of bombs.

"As we were flying in, the radio officer called and said peace was declared. So, we turned around and dropped them into the Irish Sea."

On his way back home to Canada, Finan happened to end up on the same ship as two of his three brothers; all four survived the war.

"The war was over, and we were all coming home. That's all that mattered," Finan said.

He returned from the war with a larger family; while he was serving overseas, he met and married his wife, Eileen, who was from Scotland.

The couple were married for 71 years before her passing.

"I'm still mad at her; she died before I did," Finan said.

The couple had six daughters. After the war, Finan worked at Dofasco as a welder for a few years, but decided to re-enlist with the RCAF.

"I was stationed all over the world," he said.

Hamilton was always home, though. Finan, who just turned 100 on December 10, still lives in Stoney Creek. He and Eileen were members of the local curling club, and for years were involved with the 447 Wing in Mount Hope.

When asked what's the secret to his longevity, Finan has a very simple answer: "Scotch."

He joked that the manufacturers of the drink should now owe him at least a free bottle for his endorsement.

Hamilton Spectator: December 2019