

# Wing Mate



Newsletter of 408-437 Wing

Royal Canadian Air Force Association of Canada



September 2020



LITTLE FRIEND

A handwritten signature in black ink, likely belonging to the editor or publisher of the newsletter.

## 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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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

### JULY-AUGUST-SEPTEMBER

## Happy Birthday!

Ted Barris..... July 12  
Phil Griffen .....August 14  
Dennis Thompson...August 25  
Richard Johnston... August 28  
John Thompson..... August 30  
Kyrikos Karatsis..... August 30  
BJ Newman..... September 6  
Arthur Mead.....September 28





## President's Report

I am very pleased to report at this time that all of our members have avoided the Chinese virus. Only two longtime members have not renewed so far. Marg has done an excellent job of motivating the troops.

Forrest Gump once said 'Stupid is as Stupid does.' Every box store is professing to be the best and safest shopping experience **in these times**. Enter mundane ol' Sobey's; there is a sign as one enters inviting customers to enjoy 'Sensory Shopping' every Wednesday between 8 pm to 9 pm. Huh? They couldn't come up with anything more outlandish. After all, any jingle regarding the Wuhan virus is now mundane, well worn and, by now, mere background noise. On the bright side for the better part of the month I have yet to hear the siren call 'We're all in this together.' But I digress. Between 8 pm and 9 pm Sobey's will turn the lights down and there will be no announcements over the PA system so that you may float across the aisles in a bubble of personal tranquility. Yep, they're fighting the good fight. I wonder if this includes extra security? Shoplifters, on your mark, and don't fret you're already sporting a mask. If you don't have one they'll give you one; hoodie is on your dime. Idle thought... there is a federal law in force forbidding the wearing of a disguise in a bank.

You may recall I sent out a note asking if there is a collective appetite for Bangers-'n-Mash at the end of September. The short answer is not yet. There will not be a general meeting in September. I am tentatively proposing our first meeting on the **third Monday 19<sup>th</sup> of October**; to avoid the usual conflict as the second Monday is Thanksgiving Day (except for the turkeys). As ever the optimist.

*Nick Czernkovich*

## Service Pins

Congratulations to the following members of 408-437 Wing who will receive their pins this month. (Margaret Cole)

John Thompson — 65
Jack Lumley — 40
Stewart Hamilton — 35
Doreen Wilson — 30
Bob Takeda — 20
Ted Barris — 15
Gordon Peckett — 10
Ric Rangel-Bron — 5
Myles Vivares — 5

What a beauty!



## 818 Toronto Falcon Squadron Royal Canadian Air Cadets

With Jackie Johnston



## 110 Black Hawk Squadron Royal Canadian Air Cadets

With Cécile Thomson



The Canadian Cadet Organization has been working very hard over the past 6 months to create a safe and secure training environment for our cadets to return to while the world is dealing with the COVID-19 Pandemic. 818 Squadron is proud to announce a return to In-Person Cadet training beginning on Monday October 5<sup>th</sup> 2020. Things will be a lot different for our cadets and staff to ensure we all act responsibly to control the spread of COVID-19, but we are ready for the challenge. Interestingly this training year we will be adopting a mix of virtual and In-Person Training to create the most dynamic training program we have ever delivered. We are all very excited for a return and want to thank 408-437 Wing for all the support given over the years.

Stay Positive and Safe!

Daryl Abbott  
818 Squadron Commanding Officer

Jackie



This is the situation at the moment for the Air Cadets:

Following the letter that went out to all permit holders on August 24, 2020, we have received some follow up questions. We have decided to send the responses to all permit holders in the event that some might have similar follow up questions.

All permit holders operating under the Community Use of Schools hours are impacted. This includes the following:

1. All evening indoor permits that were scheduled from 6pm to 10pm - Monday through Friday
2. All Indoor permits that were scheduled to run on Saturday and Sunday
3. All swimming pool permits operating in the TDSB except for the City leased pools
4. Programs or organization operating under lease agreements will be allowed to operate within their lease agreement limits, this includes CRCs attached to Board Facilities
5. Before and After school programs refer to programs that being delivered during instructional hours. These programs support the student needs and are offered at the discretion of the Principal

The period covered by this decision is from the month of September 2020 to December 31, 2020.

If at any time the situation changes, the Permit Unit will be sending notifications to all permit holders either through your permit discussion portal or through the email notification.

Cécile

## Congratulations, Cécile Thompson!



We all know the Canadian demo team "The Golden Hawks" which flew the North American Sabre jet in the 1960s. But why was the team called Hawks? The team was originally formed in the 1940s flying the Curtiss P-40 Hawk. The displays of the team were used to gather public support for the Canadian war effort. The P-51 Mustang was used after the P-40.

# P-51 Mustang



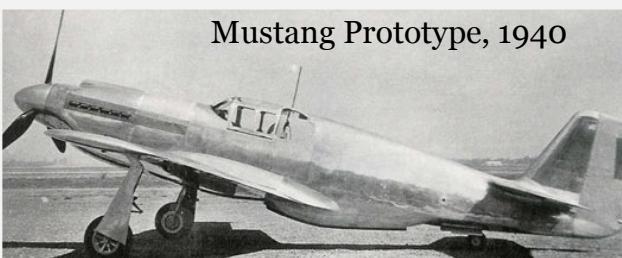
In my opinion, the P-51 Mustang ranks up there with the Spitfire and Focke-Wolf 190 for, not only the best looking, but the most effective fighter of World War II. This is certainly arguable, but a P-51 – D with a Rolls-Royce Merlin engine certainly rates being near the top of the list.

The North American Aviation P-51 Mustang was an American long-range, single-seat fighter and fighter-bomber of World War II and the Korean War, among other conflicts. The P-51 had an interesting beginning, compared to other fighters.

It was designed in April 1940 by a design team headed by James Kindelberger of North American Aviation in response to a requirement of the British Purchasing Commission which had approached North American to build Curtiss P-40 fighters under licence for the Royal Air Force. Rather than build an old design from another company, a proposal was put forth to design and produce a more modern fighter.

The prototype NA-73X airframe was rolled out on 9 September 1940, 102 days after the contract was signed, and first flew on 26 October.

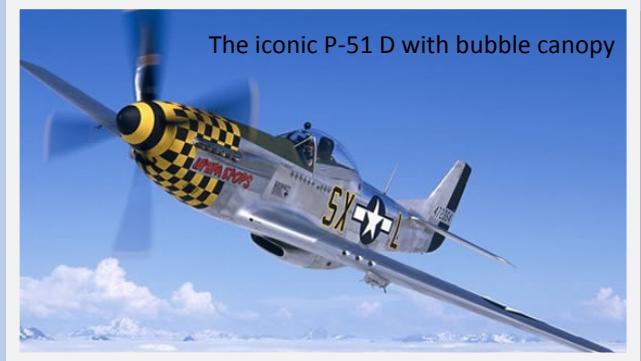
The Mustang was designed to use the Allison V-



1710 engine, which had limited high-altitude performance in its earlier variants. The Mark I was first flown operationally by the RAF as a tactical-reconnaissance aircraft and fighter-bomber.

Replacing the Allison with a Rolls-Royce Merlin was a stroke of genius and resulted in the P-51B/C Mark III model. It transformed the aircraft's performance at altitudes above 15,000 feet without sacrificing range, allowing it to compete with the Luftwaffe's

fighters. The definitive version, the P-51D, was powered by the Packard V-1650-7, a license-built version of the two-speed two-stage-supercharged Merlin 66, and was armed with six .50 caliber Browning machine guns.



From late 1943, P-51Bs and P-51Cs (supplemented by P-51Ds from mid-1944) were used by the USAAF's Eighth Air Force to escort bombers in raids over Germany, while the RAF's Second Tactical Air Force and the USAAF's Ninth Air Force used the Merlin-powered Mustangs as fighter-bombers, roles in which the Mustang helped ensure Allied air superiority in 1944.

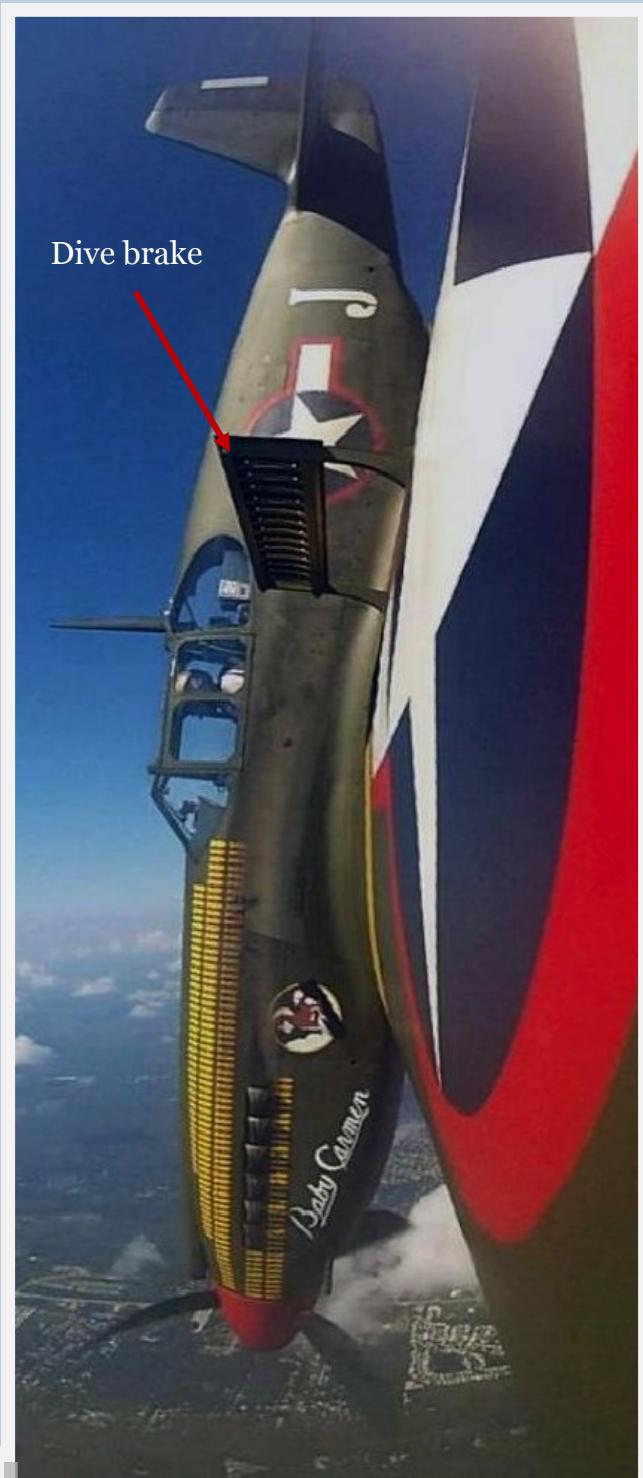
The P-51 was also used by Allied air forces in the North African, Italian and Pacific theaters. During World War II, Mustang pilots claimed to have destroyed 4,950 enemy aircraft.

At the start of the Korean War, the Mustang, by then redesignated F-51, was the main fighter of the United Nations until jet fighters, including North American's F-86, took over this role; the Mustang then became a specialized fighter-bomber. Despite the advent of jet fighters, the Mustang remained in service with some air forces until the early 1980s. After the Korean War, Mustangs became popular civilian warbirds and air racing aircraft. More than 15,000 Mustangs were built.

### North American A-36 Apache

**T**he A-36 Apache (listed in some sources as "Invader", but also called Mustang) was the ground-attack/dive bomber version of the P-51 Mustang, from which it could be distinguished by the presence of rectangular, slatted dive brakes above and below the wings.

A total of 500 A-36 dive bombers served in the Mediterranean and Southeast Asia theaters dur



An A-36 Apache in a dive.

Note the dive brake. There were 2 per wing: 1 above & 1 below

# The P-51 in the RCAF

**C**anada had five squadrons equipped with Mustangs during the Second World War. RCAF Nos. 400, 414 and 430 Squadrons flew Mustang Mk. Is (1942–1944) and Nos. 441 and 442 Squadrons flew



Mustang Mk. IIIIs and Mk. IVAs in 1945.

Postwar. The RCAF acquired 150 Mustang P-51 Ds, which served in two regular squadrons (No. 416 "Lynx" and No. 417 "City of Windsor") and six auxiliary fighter squadrons (No. 402 "City of Winnipeg", No. 403 "City of Calgary", No. 420 "City of London", No. 424 "City of Hamilton", No. 442 "City of Vancouver" and No. 443 "City of New Westminster").

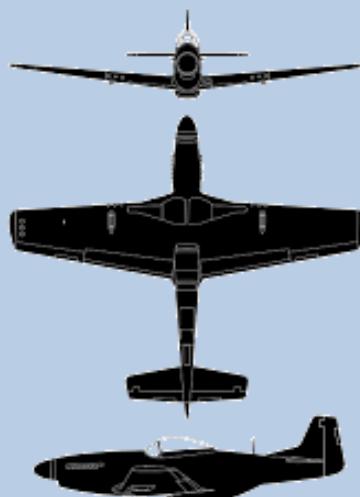


The Mustangs were declared obsolete in 1956, but a number of special-duty versions served on into the early 1960s.

Several were to be scrapped but were saved by individuals who sold them, mostly to American enthusiasts who refurbished them for flying. A number became racers later in life.

Mustang Mk. IV, RCAF No. 442 Squadron, at Hunsdon, Hertfordshire, England, 1945. Mustangs flown by the RCAF were owned by the RAF and carried RAF serial numbers and designations.

The P-51 D was deemed “the most aerodynamically perfect pursuit plane in existence” by the Truman Senate War Investigation Committee in 1944. As much as I like the Spitfire and the Hawker Typhoon, I believe that the committee was right! □



This U.S. P-51, *Voodoo*, a much modified racer, is the fastest piston-engine a/c in the world...531 mph in 2017!



RCAF 16 Squadron Mustang Mk.1 preparing for a reconnaissance sortie, 1940s



Prototype



1944 to 1958 colours

## Transformation of RCAF P-51 Mustang 9563

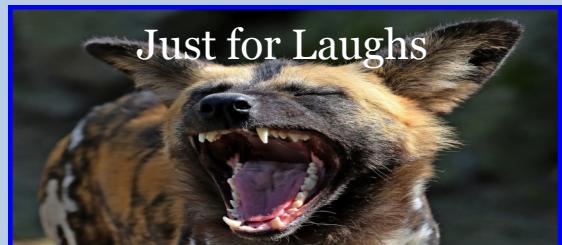




P-51 Mustang cockpit



408-437 Wing member Armin Konn meets Honorary Lieutenant General Rohmer



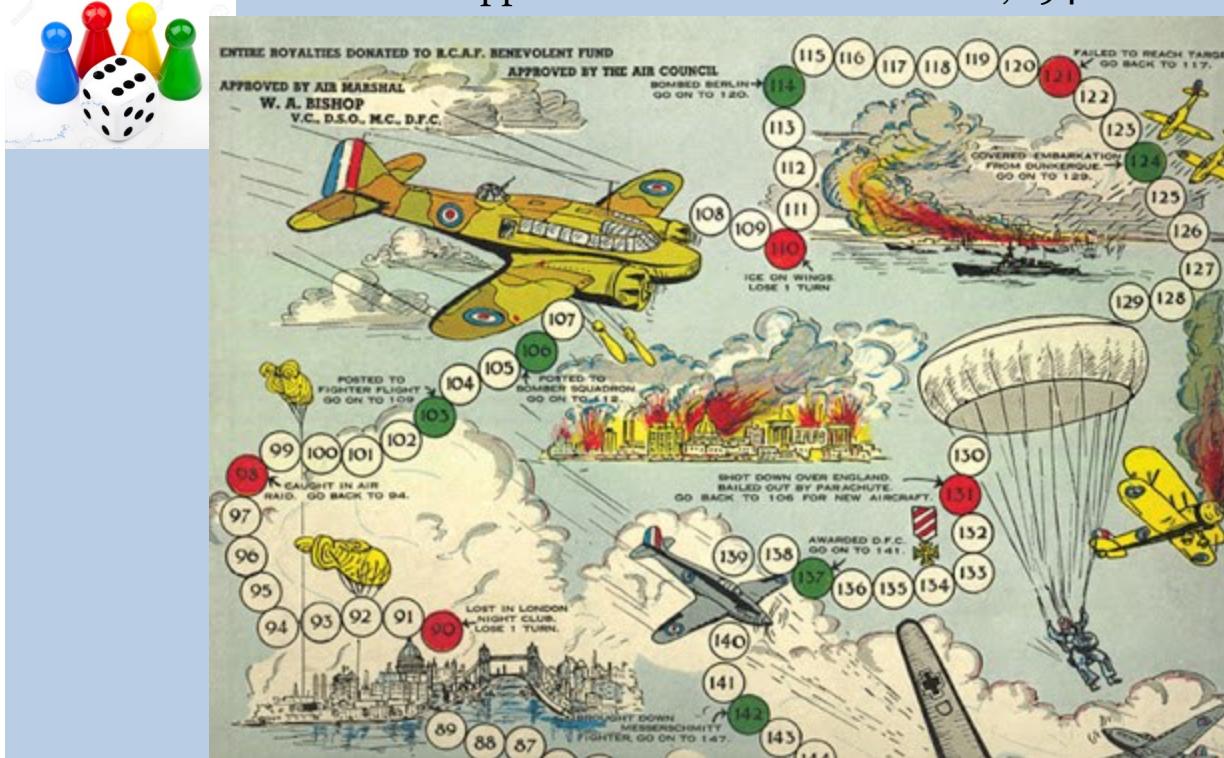
THAT VERY ADVANCED AIRFIELD FEELING -

Krispy Kreme are giving away a free face shield with every 12 doughnuts it even carries the warning "contains nuts"





Copp Clark Canadian Board Game, 1941



In 1941, the RCAF introduced the colourful board game known as Be An Airman to members of the force and general public. Beginning with a recruitment office, the game ended with the winner winning the Victoria Cross and being given a hero's welcome and the keys to the Nation's Capital.

## American Fighters of WW II Quiz



### Answers

- 1. Grumman F4F Wildcat 2. Lockheed P-
- 3. Grumman F6F Hellcat 4.
- 5. Curtiss P-40 Warhawk 5. Bell P-39
- 6. Airacobra 6. Chance-Vought F4U Corsair
- 7. Republic P-47 Thunderbolt 8. Brew-
- ster F2A Buffalo