

Wing Mate

Royal Canadian Air Force Association of Canada



Newsletter 408-437 Wing

December  2020



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.

**Kinda starting to
understand why
pets try to run
out of the house
when the front
door opens**



DECEMBER

Happy Birthday!

Doreen Wilson

**Jackie Johnston
(5th)**



President's Report



From the foxhole. On behalf of your Executive may I wish the 408/437 Wing family and friends a Happy Hanukkah and a very Merry Christmas such as it will be. Happily I have no new news to report. All our members are safe and sound. With much hope for the New Year, the bureaucratic posturing and, as they are fond of using the term 'over stating the facts' because a lie would never cross their lips, will run its course and something positive will be the result. Do pigs fly?

Nick Czernkovich

A message from our Immediate Past President

Kurt Abels

To All Members of this Esteemed Wing:

The November Wing Mate reminds me to thank all members, present or deceased, and to express my pride and joy for the many friends and many years of being associated with my Wing, and to extend to you my wife's and my best wishes for a happy and meaningful Christmas holiday. Thank you for being our friends.

My very best wishes must be expressed for the expertly designed monthly Wing Mate publication prepared by Terry Sleightholm. Terry, thank you.

My final wish is to be able to attend one of your regular meetings.

Good luck, everyone and Happy New Year 2021.

Kurt



Lest We Forget

Al Rubin

May 2020

We will remember him...

We remember Al Rubin, Wing member.

Al had a small airport and museum in Markham where our Wing used to have barbecues in the summer. The air cadets did their glider flying at Al's airport, as well.

Al was a good member in good standing from 1999 to 2013. Another veteran and good person lost.



818 Toronto Falcon Squadron

Royal Canadian Air Cadets

With Jackie Johnston

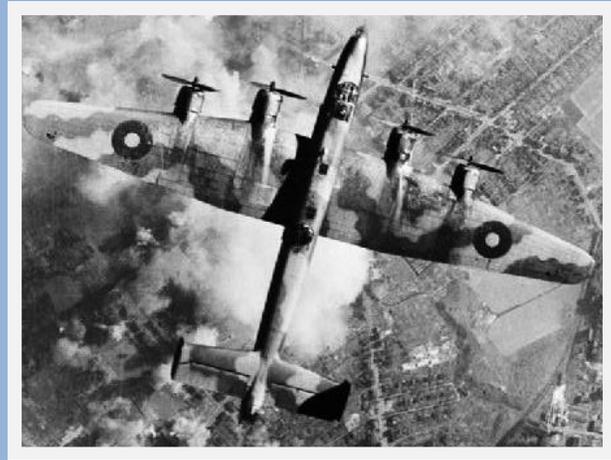


November has been a very exciting month for the cadets and Staff of 818 Squadron as we continue to adapt to the new way we train and engage. Each week we are having more and more cadets participate in our training events and have attracted a handful of new cadets to join. We have brought in guest speakers and hosted Virtual seminars to stimulate the cadets in new and appealing ways. For Remembrance Day we proposed a challenge to the cadets to share a post on social media about what Remembrance Day means to them and received a number of heartwarming and thoughtful submissions. The Cadets seem to be responding well to these kinds of Challenges and we are eager to continue. For December we have challenged our cadets to write or illustrate Christmas cards to Veterans overseas who are unable to be with family for the holidays. Also in December we will be losing our Squadron Warrant Officer, WO2 Vithun Vigniswaran because his 19th birthday is in a few weeks. It will be very interesting to see how our senior cadets step up as we work to appoint a new Squadron WO in January 2021.

Daryl Abbott

Commanding Officer 818 RCACS

Cécile Thompson's column will return next month.



RCAF Halifax over the Rhur, 1944



Canadian Airmen

F/L Ernest Arthur Glover, DFC

Ernest Glover was born in Niagara Falls, Ontario in 1922. He was educated in Toronto and in December 1940, enlisted in the RCAF and received air crew instruction at Mount Hope near Hamilton. He also trained at No. 14 Service Flying Training School at Aylmer Ontario, where he graduated as a pilot.

After arriving overseas, he received further training before being posted to No. 1 fighter Squadron flying Hurricane aircraft on intruder and night fighter operations.

In 1942 Glover converted to Typhoons at Acklington. In May 1943 while on his 98th operational mission, he was downed by flak at St. Omar, France. The Germans held him prisoner at Stalag Luft III until the war was over in 1945.



After working at Dominion Bridge in Montreal, and reforming 117 Air Cadet Squadron, he re-enlisted in the RCAF in 1948 and went to Chatham, New Brunswick. For two years he ran the Ground Approach Unit at St. Hubert airport.

He took flying training on Vampire jets in 1951 and served with 416 Squadron at Uplands. Later he served with 413 Squadron at Bagotville, Quebec.

In June 1952 Glover was promoted to flight lieutenant and posted to Korea where he joined the American 334th Fighter Interceptor Squadron.

On October 18, 1952, he completed his tour of 58 combat operations. For his achievements, he was awarded the Commonwealth Distinguished Service Cross (DFC). The citation reads as follows:

"Flight Lieutenant Glover, while attached to the United States Air Force, Fourth fighter Interceptor Wing, in the Korean theatre, displayed the most commendable aggressive spirit coupled with excellent fighting ability. Because of his above average qualities as a combat pilot he was rapidly promoted to flight leader, completing his duties with distinction, valour and merit. During his tour of duty he destroyed three MIG-15 aircraft and seriously damaged two others. This excellent record not only brings credit to Flight Lieutenant Glover, but has greatly enhanced the reputation of the Royal Canadian Air Force."

He was also decorated with the American DFC, for his distinguished work. Glover retired from the RCAF in 1972, settled in Frankford, Ontario and died in 1991 in Belleville.

"Rufus" was Ernie's Canadair-built Sabre Mk.2, one of 60 Canadian Sabre Mk.2 aircraft supplied to the USAF during the Korean war while North American Aviation was running at full capacity. Delivered to California, these Sabres were fitted with American equipment and given USAF serials before being shipped overseas. The USAF designation: F-86E-6-CAN.

22 senior RCAF fighter pilots were seconded to the USAF during the Korean war to receive jet combat experience and flying with front line USAF fighter groups, with 9 MIG-15 kills.



How to Live in the Air Force

(1) Never wear a trilby hat with your uniform. It is considered bad taste.

(2) Never wear a red tie on parade. It may be thought to have a political significance.

(3) Never walk out of camp without calling at the guardroom first. The guardroom may have an important message for you.

(4) Never forget, if you want your breakfast in bed, to order it the evening before. This saves the cookhouse a lot of trouble.

(5) Never slap an officer on the back with "What-ho, twerp!" "Hallo" is considered much better etiquette.

(6) Never sing on early morning parade. Singing may wake up the others.

(7) Never offer the Accounts Officer a tip when you are paid. An Accounts Officer can get all the money he needs without a tip.

(8) Never take a week off without first telling Head

quarters that you are going. Unreported absences only cause bother in handling the mail.

(9) Never exhibit your girl-friend's photograph too prominently. She may be a girl-friend of one of the officers as well.

(10) Never bring your girl-friend into the billet. It is always possible that someone taking a shower will find he has forgotten the soap.

(11) Never address the C.O. as "Groupie". He may be a Wing-Commander.

(12) Never bring beer or spirits into the billet. You will have none left for yourself.

(13.) Never use swear words when talking to the padre. He may not know they are swear words and come to use them himself

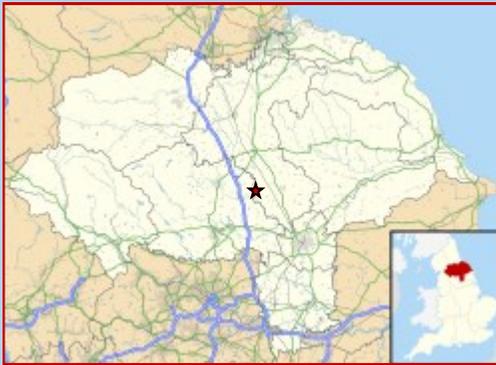
(14.) If your friend, or brother, abides by these simple rules, he will have an interesting career in the Air Force and a wealth of memories when war is over.



Handley-Page Halifax

The Halifax was initially intended as a twin-engined, medium range bomber. Handley Page Ltd. designed the HP 56 to be fitted with two Rolls Royce Vulture engines but, because the performance of the engines was unsatisfactory, the aircraft was not built. Modifications to the design resulted in a larger aircraft, the HP 57, powered by four Rolls Royce Merlin XX engines. The maiden flight of the Halifax prototype took place in 1939, soon after England declared war on Germany. Production began and the aircraft entered service with the Royal Air Force 35 Squadron at Linton-on-Ouse, Yorkshire, England in November 1940.

Names painted on the sides of RCAF



Halifax bombers, such as “Willy the Wolf”, “The Champ”, “Big Chief Wahoo”, and “Vicky the Vi-

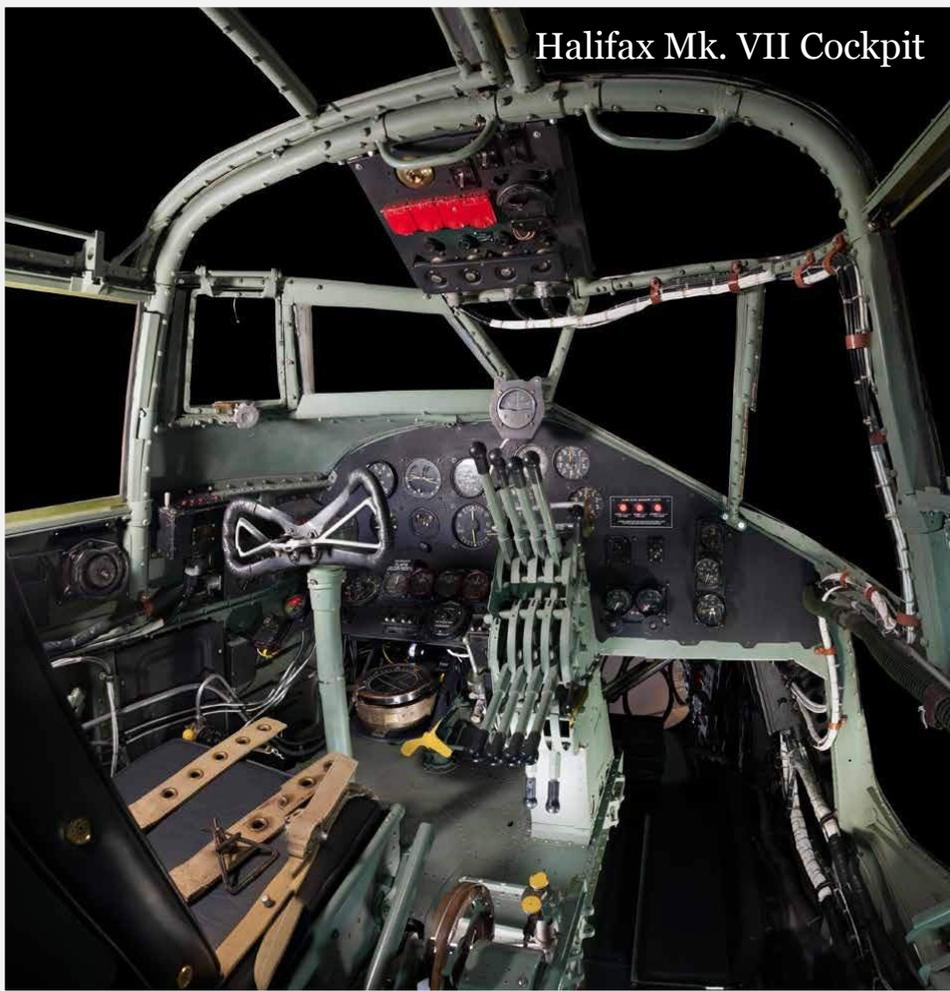


Old control tower, Linton-on-Ouse

icious Virgin”, reflected the affection that Canadian war-time crews felt for the big four-engine bomber type. It could absorb tremendous punishment and still fly home. One Halifax aircraft, named “Friday the Thirteenth”, survived 128 sorties.

The Halifax was perhaps overshadowed by its larger cousin in Bomber Command, the Avro Lancaster, but many Canadian crews were more than satisfied with the “Hally” or “Halibag” and the type was perhaps Canada’s most important bomber in the Second World War. Apart from the bomber offensive, the Halifax was also used in Coastal Command to hunt submarines, and for special operations such as towing gliders or making parachute drops of supplies and agents in occupied territories.





Halifax Mk. VII Cockpit

Crowded quarters!



Halifax B Mk II Series 1: flight engineer on the fold-down seat next to the pilot, ready to assist with the throttles for takeoff; with front gunner and navigator seen below



The engineer seated at the panel. The dials register the pulses of the 4 engines.



No. 6 Group RCAF 1942 – 1945

No. 6 Group was an RCAF formation, differing from the previous No. 6 Group RAF. In 1936, No. 1 (Air Defence) Group RAF, a group of auxiliary bomber squadrons formed in 1926, was renamed No. 6 (Auxiliary) Group. That, in turn, was renamed No. 6 (Bomber) Group on 1 January 1939. The first bombing attack on the naval base at Wilhelmshaven was by Nos. 107 and 110 Squadrons from that group using Bristol Blenheims on 4 September 1939.

In the spring of 1940, that group controlled Bomber Command Operational Training Units, consisting of three months training for new bomber crews and occasionally adding bombers to bomber streams. No. 6 (Bomber) Group RAF was renamed No. 91 (Bomber) Group RAF in 1942 and the 6 Group designation was transferred to the RCAF on 25 October 1942.

No. 6 Group RCAF was made up of RCAF units formed under the British Commonwealth Air Training Plan, for service with British operational formations; hence No. 6 Group was part of the RAF Bomber Command. A significant number of personnel from the RAF, Royal Australian Air Force, Royal New Zealand Air Force and other Allied air forces were attached to 6 Group during the war.

The RCAF began participating in operations by RAF Bomber Command in 1941, but its squadrons were initially attached to RAF groups. In addition, many individual RCAF personnel belonged to RAF aircrews, in RAF squadrons. The Canadian government wanted RCAF bomber squadrons and personnel to be concentrated, as much as possible, in a distinct, identifiably Canadian group. To this end, 6 (RCAF) Group was formed in October 1942 with eight squadrons.

At the peak of its strength, 6 Group consisted of 14 squadrons. Fifteen squadrons would eventually serve with the group, which was almost every RCAF heavy bomber squadron. Headquarters was at Allerton Park near Harrogate in North Yorkshire.

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Significant operations involving 6 Group included raids on U-boat bases in Lorient and Saint-Nazaire, France and night bombing raids on industrial complexes and urban centres in Germany.

Ready for operations, No. 6 Group flew its first mission on the night of 3rd/4th January, 1943, when six Wellingtons from No. 427 Squadron were sent to lay mines off the Frisian Isles. From that start the Canadian squadrons were active almost right up to VE Day - until their final mission against Wangerooze on 25th April 1945. No. 6 Group flew 40,822 operational sorties. A total of 814 aircraft and approximately 5,700 airmen did not return from operations and 4,203 airmen lost their lives.

Royal Canadian Air Force 6 Group Bomber Squadrons at the end of the War

405 (City of Vancouver)	Gransden Lodge
408 (Goose)	Linton-on-Ouse
415 (Swordfish)	East Moor
419 (Moose)	Middleton St. George
420 (Snowy Owl)	Tholthorpe
424 (Tiger)	Skipton-on-Swale
425 (Alouette)	Tholthorpe
426 (Thunderbird)	Linton-on-Ouse
427 (Lion)	Leeming
428 (Ghost)	Middleton St. George
429 (Bison)	Leeming
431 (Iroquois)	Croft
432 (Leaside)	East Moor
433 (Porcupine)	Skipton-on-Swale
434 (Bluenose)	Croft



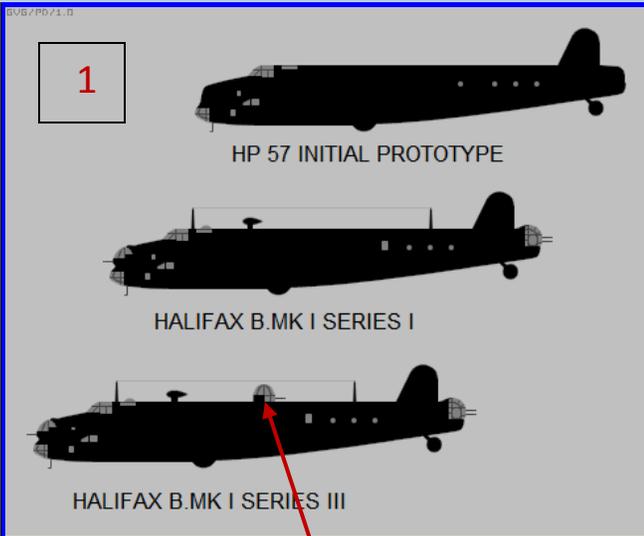


H. P. Halifax A. Mk. VII, RAF. National Force Museum of Canada. This Halifax served with No. 644 Squadron RAF, based at RAF Tarrant Rushton during WW II and was shot down in April 1945. This aircraft was retrieved from the bottom of Lake Mjøsa in Norway in 1995, and was taken to CFB Trenton, Ontario, where restoration was completed in 2005. It is a Halifax A. Mk. VII Special Duties aircraft built by Rootes Motors, at Liverpool.

H.P. Halifax Mk. V, "Medicine Hat", bomb mission tally



Halifax Variants



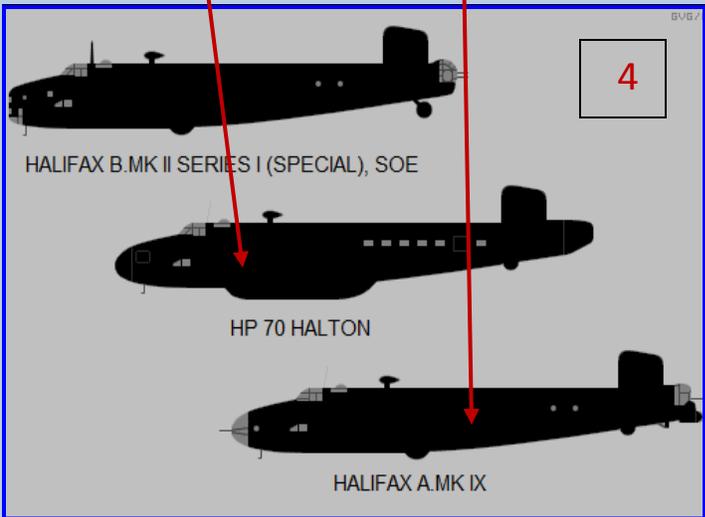
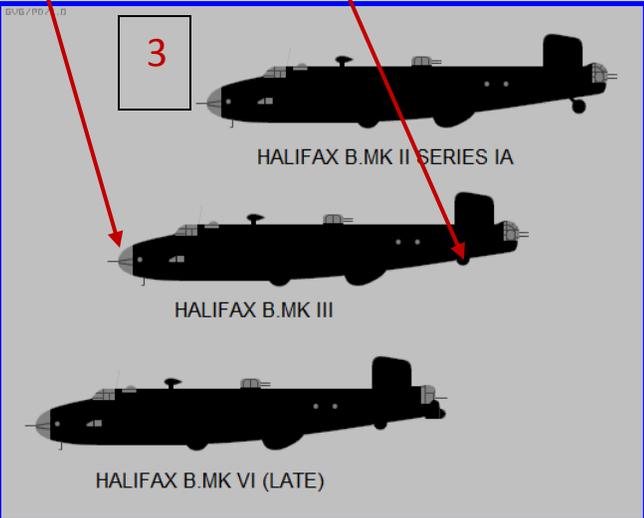
Deleted Vickers K guns in beam positions
—replaced with Boulton-Paul C Mark III dorsal turret with twin 7.7 mm Brownings

New “dee” style tailfins for better control
A few had Preston-Greene belly turrets with a single 12.7 mm gun

The revised nose contour was filled with a glazed nose, mounting a single Vickers K gun The gun was referred to by crews as a "scare gun" as it was completely underpowered for defense, but with tracer ammunition attacking fighters were unaware of the gun's impotence.

Retractable tail wheel

Post war passenger version
Used in Berlin Airlift





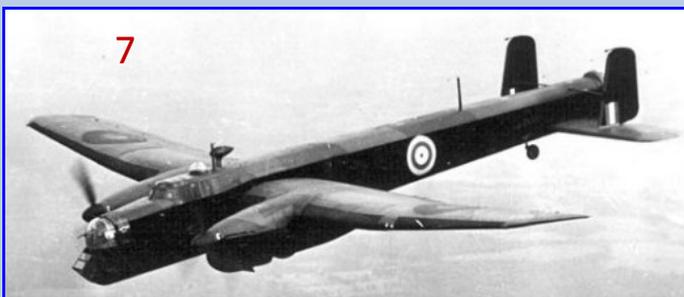
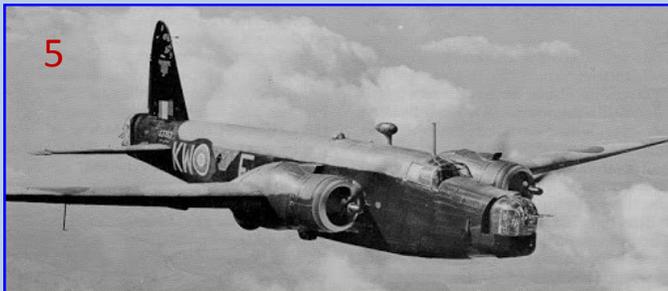
Halifax B Mk.II, RCAF



4,000 pound "Cookie" first used spring 1944

Experience had shown that defence against frontal fighter attacks was not required for bombers, and some aircraft were initially modified in the field to have the bulky, drag-inducing nose turrets removed. Although initially labeled B.IIZ, common usage has led to all Z-nose aircraft being referred to as B.II (special).

British Bomber Quiz



1. Avro Lancaster 2. Bristol Blenheim 3. Handley Page Hampton 4. Bristol Beaufort 5. Vickers Wellington
6. Short Stirling 7. Armstrong Whitworth Whitley 8. Avro Manchester



CAN YOU NAME THE 6 GROUP SQUADRONS?



428 Ghost Sqn; 432 Leaside Sqn; 425 Alouette Sqn; 426 Thunderbird Sqn; 427 Lion Sqn; 415 Swordfish Sqn; 419 Moose Sqn; 408 Goose Sqn; 420 Snowy Owl Sqn; 433 Porcupine Sqn; 431 Iroquois Sqn; 434 Bluenose Sqn; 405 Vancouver Sqn; 429 Bison Sqn; 424 Tiger Sqn

Merry Christmas & Happy Hanukkah



Happy Hannukah



נוכה שמח