



WING MATE

Newsletter of 408-437 Wing



B-24 Liberator, Gander, 1943

DND Photograph

Royal Canadian Air Force Association of Canada



June 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

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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

Events Schedule 2019

Monday 10 June Meeting with speaker
Sylvestre Bishop

Sunday 14 July..... BBQ, AHOM

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

June – July



Stan Heather.....	June 5
Terry Sleightholm.....	June 6
Chris Skalozub.....	June 7
Margaret Cole.....	June 30
Ted Barris.....	July 12

Happy Birthday!

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.

Dues

In order to keep your membership in the Wing, dues must be paid by June 30th.

Margaret Cole, Secretary/Membership

President's Message

From 17th to 19th May, John Wreglesworth, Barb Newman and Cécile Thompson and I attended the Regional AGM at Kingston. Halleluiah, I think it is the first time I can say that we (collectively), have actually accomplished something – money was not spent frivolously. I took my turn at the mike and voiced my usual views. If you have been reading the Wing Mate then you will know what they are. Everyone who wished to speak had the opportunity, thanks to the three-minute time limit. And one couldn't keep revisiting the mike to have another go at what one has already said. I know there is disagreement by some members regarding my views of our National Headquarters. That's fine. It's not personal, its healthy. I'm always ready to be guided back into the fold, but where am I wrong? On the other hand we were mostly in agreement that '*they*' are not working to promote '*our*' interests and needs as an organization. So the more pertinent questions asked, were, '*So what are they doing?*' Good question. And there seems to be confusion as to, '*Who is working for whom?*' And '*Who answers to whom?*' The confusion is not on our part. There came a collective flash of insight that if '*we*' don't work together for '*our*' future now then there is none.

Looking on the brighter side, it seems that the Wing has cleaned up on awards. **Cécile Thompson** received the **Member of the Year Award**, for her years of service and dedication at 444 Wing; **Terry Sleightholm** received the **Bulletin of the Year for 2019 Award**, for publishing the Wing Mate. Congratulations Terry. And I, most humbly, received two awards **The Award of Merit 2019**, 'for meritorious Service' and even more surprisingly the **Award of Distinction 2019**. 'In recognition and Appreciation of Service with Distinction'. There is a mouthful. I am very happy for this honour but it is incumbent upon me to say that things will not happen without input from the Wing Executive. I'm just the pretty face up front.

And life goes on; village life just never changes. I'm positive that Service Ontario continues to puzzle over how to fit a square peg in a round hole if they can find the hole. You may recall two years ago I had a lack of *meeting of the minds* with Dis-Service Ontario to put it civilly. Regarding the renewal of my PI licence,



which went to the Minister's office and was promptly fixed with a phone call. The issue at the time was that a permanent military ID was not a valid form of ID in Ontario, and to top it, a Passport was not a valid form of ID in Ontario unless accompanied by a Citizenship Card with photo if you were not born in Canada, which by the way has not been issued for a while. I continued to demand a resolution of this nonsense after my issue was cleared up. When I received my renewal notice in March of this year, I noted with some satisfaction that in fact a Permanent (NDI20) Military Issued ID is now on the list as a valid form of ID in Ontario. I'm sure the CDS did a jig when he heard this. As well, a Passport does not need a backup document. So what is the source of my *amusement* now, sort of?

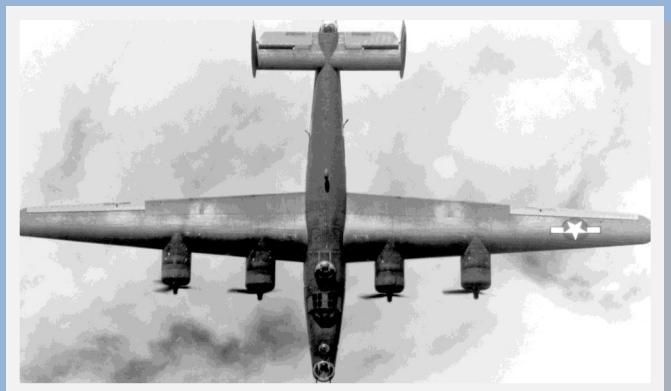
A PI licence is like a Drivers Permit. Like a driver's permit it expires on your birthday every two years. When it expires, if you haven't received the renewal, you're toast. It takes about a month to process; that's fair. I received my notice on 17 March, did the required paperwork and it was in the mail (registered) 20 March and the tracking showed that it was received and signed for on 21 March. Thought nothing of it further. Like a good boy scout I did my duty. Come 10th May and heard nothing. Two days from the date of oblivion I called and stated my supplication. A polite but somewhat no nonsense, yet mildly reproachful voice, informed me that my application was received only on 21st of April and it takes time and as yet no one looked at it; and that is why, the voice suggested, I need to send it in on time next time. The voice intimated: *no argument please.*

POLITELY I pled my case. According to my Canada Post Tracking number, Dis-Service Ontario received it and signed for it on 21 March. Would you like the tracking number and the signature name? So it took 30 days to get from your mailroom to you. What should I do now?

After a few seconds of dead air 'Sir, I apologize for the confusion and put a rush on it' came the honeyed voice. If the government is serious about 'efficiencies' as they like to call it to improve services, start here. I think another visit to my local MPPs office might speed this up.

The last regular General Meeting for this year will be on Monday June 10th. Our guest speaker is Major **Sylvestre Bishop**

If you have not sent you renewal to Margaret Cole yet please do so. We need to know the numbers. We have to send it to the National Headquarters by end of June.



Just for Laughs...



The B-24 with its payload and long range was very effective against the U-Boat

On reflection, allowing Buddy to watch the end of Old Yeller may not have been the best idea.



Low-level bombing raid by B-24s, Ploesti, Romania oil refineries, 1943, 98th USAAF Bomb Group



The “Silver Saloon”, Canada’s first “Air Force One” that flew Prime Minister Mackenzie King out of Ottawa and around the world between 1945-48. (Rockcliffe airport)



110 Black Hawk Squadron Royal Canadian Air Cadets

With Cécile Thompson



Some forty cadets were rewarded for an excellent return on their Tag Days (\$22,000) with a trip to Canada's Wonderland.

Other sources of income are being considered: applying for a Trillium Grant or selling lottery tickets at a mall.

As the school board facilities are getting more expensive, community centers are being used for various programs. TSI will take place at Pauline Johnson school and the Annual Parade at Malvern on June 9th. All are welcome.

Note that application forms are available for a memorial stone at the Trenton Air Museum air park and also for a veterans licence plate.

Contact our President, Nick Czernkovich, for the forms.



818 Toronto Falcon Squadron Royal Canadian Air Cadets

With Jackie Johnston



From the Commanding Officer

"On behalf of the staff and cadets of 818 Toronto Falcon RCACS I would like to thank the members of 408-437 Wing for their continued support and dedication to our Squadron. As this training year ends and we move forward into the future, it is my top priority to maintain a good relationship and continue making lasting memories together."

Daryl Abbott

Commanding Officer



B-24 Liberator

The B-24 Liberator was designed by Consolidated Aircraft of San Diego, California. Known within the company as the Model 32, some initial production aircraft were export models designated as various LB-30s.

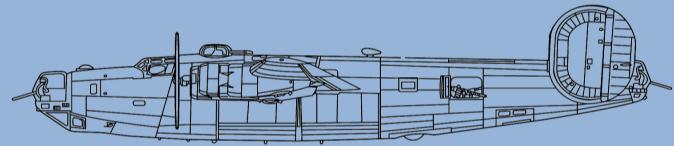
A multipurpose aircraft, the long range anti-submarine Liberators played an instrumental role in closing the mid-Atlantic gap in the Battle of the Atlantic. Equipped with nose-mounted radar and depth-charges, the liberator played a major role in anti-U-boat operations, beginning in 1943.

On the east coast of Canada, the RCAF B-24s replaced the obsolete Hudsons and Digbys, twin-engine short-range bombers. The B-24 was a modern design featuring a highly efficient shoulder-mounted, high aspect ratio Davis wing which gave the Liberator a high cruise speed, long range and the ability to carry a heavy bomb load. Early RAF Liberators were the first aircraft to cross the Atlantic routinely. In comparison with its contemporaries, the B-24 was relatively difficult to fly and had poor low speed performance; it also had a lower ceiling and was less robust than the B-17. While crews tended to prefer the B-17, General Staff favored the B-24 and procured it in huge numbers for a wide variety of roles.

Approximately 18,500 units were built – including over 4,600 manufactured by Ford Motor Company – it holds records as the world's most produced bomber, heavy bomber, multi-engine aircraft, and American military aircraft in history.

148 B-24s were flown by the RCAF on long range anti-submarine patrols. The RCAF also flew a few B-24s post war as transports. Roughly half of all (RAF) Liberator crews in the China-Burma-India Theatre were Canadian by the end of the war. John Muir of Vancouver flew the longest mission of the war: 24 hours, 10 minutes from Ceylon to Burma and back.

From its first flight on 29 December 1939 until production ended in 1945, the B-24 served in various theatres and continued to be in service well into the 1960s.



B-24 Cockpit Instruments



The XB-24 taxiing out for its maiden flight –
December 29, 1939





Liberator "Q", GR Mk. V, RCAF, No. 10 (BR) Sqn, Gander, Newfoundland, 29 Jul 1943



RCAF Liberator "X" GR Mk. V, No. 10 (BR) Sqn, Gander, 1944.



B-24 B Mk. I carrying Prime Minister W.L. Mackenzie King to England, 19 Aug 1941, Gander

In the News

The Trump administration fired two warning shots last year over the Liberal government's long-delayed plan to replace Canada's CF-18 fighters, saying the procurement process discriminates against the Lockheed-Martin-built F-35 stealth jet, according to a new academic report.

The study by a researcher at the Macdonald-Laurier Institute (MLI) cites leaked Pentagon letters written last summer and late fall to officials at Public Services and Procurement Canada.

The report, released Monday, largely blames the Liberal government for the delays in the procurement, while making only a passing reference to the inability of the former Conservative government to deliver on the same program.

The report's major revelation involves the leaked letters — which are expected to inflame the debate over the nearly decade-long on-again, off-again plan to replace the air force's 1980s-vintage CF-18s with modern warplanes.

The source of the Pentagon's irritation is a federal government policy that insists defence manufacturers deliver specific industrial benefits to Canadian companies.

That's not how the F-35 program is structured. Countries that participated in the development of the stealth jet — as Canada did — pay an annual fee to remain part of the program, which gives domestic aerospace companies in those countries the right to bid on F-35 work.

The U.S. undersecretary for defence acquisition and sustainment wrote to Canada's assistant deputy minister of defence procurement in Public Services and Procurement Canada last summer to complain about the Industrial and Technological Benefits (ITB) policy. Ellen Lord warned the policy runs contrary to the F-35 participation agreement and accused Canada of trying to leverage a better deal than its allies.

"This text basically stated that Canada had signed the [Memorandum of Understanding] clearly understanding these provisions and could not now try to renegotiate a better deal," said the Aug. 31, 2018 letter,

leaked to MLI researcher Richard Shimooka.

Lord went on to say the current procurement process "would be fundamentally and structurally prejudicial to any F-35 bid."

The point was hammered home when former U.S. Vice-Admiral Mathias Winter, in charge of the Joint Program Office overseeing F-35 development, wrote to Canada's head of future fighter development at Public Services.

After reviewing the federal government's draft request for proposals, Winter wrote that the F-35 would not be able to participate given the way the system is structured now.

"Fundamentally, the F-35 program is different from Foreign Military Sales or Direct Commercial sales procurements," said the Dec. 18, 2018 letter.

"The current [Future Fighter Capability Program] does not allow the F-35 to participate in a fair and open competition that recognizes the special nature and distinct advantages of the partnership."

Lockheed-Martin is one of four manufacturers that plan to bid on the fighter jet replacement program. Several defence and defence industry sources told CBC News in a story published last month that the full tender was expected to be released at the end of May, with final bids to be delivered by the end of the year.

There is considerable uncertainty about the timeline, however, because of questions and disputes about the project's industrial expectations.

"A delay is inevitable," said one defence industry source on Monday.

With the release of the letters, the institute's analysis peels back the curtain on perhaps the most contentious of the disputes: how to reconcile the existing F-35 benefits package with the federal government's standard procurement model.

Lockheed-Martin would not confirm whether the issues raised in the letters remain active concerns, but sources within both the defence industry and the federal government say there is an ongoing dialogue.

The U.S. defence giant, in a statement, said it did not commission the report but acknowledged it had provided "factual information to several think tanks in Canada" about its various programs.

The company said the structure of the F-35 program means it is the U.S. defence department that does all of the talking.

"We continue to provide our feedback to the U.S. government, which leads all government-to-government discussions related to the Canadian fighter replacement competition," said Cindy Tessier, head of communications for Lockheed Martin Canada.



She touted the \$1.25 billion in contracts already awarded to Canadian companies because of the F-35 program and said the potential is there for more work once the fighter aircraft reaches full production in a few years.

"As a valued current partner on the program, Canadian industry has the opportunity to produce and sustain components and systems to a fleet that is expected to grow to more than 4,000 aircraft," she said.

A spokeswoman for Public Services Minister Carla Qualtrough did not address the Pentagon letters directly, but did say the government has engaged in continuous dialogue with potential bidders as it sought feedback on the proposed tender.

"The approach is inherently designed to encourage continuous supplier engagement," said Ashley Michnowski. "We do this so that suppliers are able to make informed business decisions."

"Our government has been hard working to address as much of the supplier feedback as possible to ensure a level playing field and a fair and open competition with as many eligible suppliers as possible."

The process is not yet complete, although it is nearing its conclusion and a final request for proposals will be issued soon, she added.

Murray Brewster is senior defence writer for CBC News, based in Ottawa. He has covered the Canadian military and foreign policy from Parliament Hill for over a decade. Among other assignments, he spent a total of 15 months on the ground covering the Afghan war for The Canadian Press.

Wing Member Update



Wing member, Albert Wallace in his new home in Sunnybrook's Veterans Wing. He is in good spirits considering that he fell and broke his hip a number of weeks ago.

Al resides in K2C in room 23 and welcomes visitors.



President Nick Czernkovich presides over the executive meeting at AHOM in May

Your Wing will host our annual **year-end BBQ** at the Canadian Forces Armour Heights Staff College, Officers Mess. (AHOM)

2nd Sunday 14 July 2019

12:00 noon

Dress: Casual

Live Music – Avalon's Garden (Jazz Trio)

Food will be served at 12:30pm

Location: AHOM, 215 Yonge Boulevard., Toronto

Off Wilson Avenue, just south of the 401,
West of Yonge Street & East of Avenue Road

No charge for Wing members with one guest & invited guests.

Additional guests are \$20 each.

Please contact John Wreglesworth ASAP at 416-231-0740

Numbers needed for the kitchen & names must be
submitted to the security desk.

Vanastra

The once top-secret Royal Canadian Air Force radar technician training facility for Canada's Second World War allies has opened its doors to showcase the area's history.

Following the completion of a 50-year contract binding the signees to secrecy, the history of the army base at Vanastra opened to the public for the 2019 Jane's Walk.

The history of the former base has been incorporated into a heritage trail.

"The Municipality of Huron East, especially the residents of Vanastra, were very willing to incorporate this heritage trail into their community," said Jan Hawley, the economic development officer for Huron East. "This was their chance to finally tell the story of the area's intriguing, and very secret military history from the ground up."

Around the world, Jane's Walks took place on May 4 to honour the late Jane Jacobs, a celebrated author, journalist, urban planner and community leader.

Jane's Walk in Vanastra saw over 150 people attend the ribbon cutting ceremony, walk the two-kilometre route, and learn about the former RCAF base's wartime secrets.

Mayor Bernie MacLellan said he was pleased with the turnout.

Before the heritage trail came to fruition, funding had to be secured, which included the building of 10 plaques which now dot locations along the trail.

Hawley said the County of Huron & Community Futures Huron introduced a program known as SLED (Supporting Local Economic Development) early last year, and in January she received confirmation Huron East would be receiving \$10,000 for the project.

Of the money issued to the municipality, roughly \$8,000 was needed for the creation and installation of the plaques.

Each plaque marks a historic location along the trail and provides a brief history of what occurred on the site during the time it was used as a secret base.

One of the plaques provides information about the Radome, when it was built and its purpose.

The remaining use of the allocated budget is expected to be used to develop a tourism and event website portal that will host a digital format of the trail.

Hawley said there are plans to plant a small garden at the base of the large sign and to install a series of black and white images from the RCAF Base on the reverse side.

The large sign erected in front of the Vanastra Recreation Centre will be the focus of the Heritage Walking Trail, as it marks the beginning of the history that can be found along the walking trail.

"Initially, I was looking to have the walking trail in place for the Ontario Heritage Conference being held in Huron County later this month when Vanastra will play host to a group of Heritage Planners visiting from communities from across the province," said Hawley.

"Furthermore, I'm hoping to conduct a series of walks to introduce students from different schools in the area to the history of the base and the importance it played during the Second World War and the Cold War."

Clinton News Record, May 9, 2019

Clinton

CFB Clinton was a Canadian Forces Base located in southern Ontario. It initially opened in July 1941 as RAF Station Clinton under the British Commonwealth Air Training Plan as a training unit



for radar operators during a period when radar was a top secret device. UK, Canadian, US and other servicemen were trained at Clinton, with practical flights being carried out at nearby RCAF Station Centralia. Clinton remained the primary radar training site for Canadian Forces personnel through the Cold War era, with continued expansions throughout the 1950s and 60s. As part of a centralization effort, CFB Clinton was closed in 1971, with the site abandoned by 1972. A number of buildings remain on the site, including a large "golf ball" radome.