



WING MATE

Royal Canadian Air Force Association of Canada

Newsletter of 408-437 Wing

April 2019



President's Message

Good morning happy campers, welcome to Camp Confusion. As of this coming executive elections cycle there are changes in the wind. Hot off the presses from our guiding lights in Ottawa. As I understand it the new rules are to conform to the 'Not for Profit' rules. That part I understand. But this is not something that just walked out of the woods a week ago. I understand that there are some very unhappy people with questions from the wasteland. So why wasn't this brought up at length in Calgary; perhaps on day two of the conference (rhetorical question)? To me at least the answer is obvious.



So what is the official poop.

1. The title of 'President' with the pension and perks is gone. Replaced by the more gender fluid 'Chairperson.'
2. The exulted position of 'Immediate Past President' is on the ash heap forever (sorry Kurt.) There actually was a good reason for this position other than to look stoic.
3. The chosen ones will be elected under the generic title of Directors – a maximum of six. Kind of like Lego blocks interchangeable. Personally I like to have a say who will do what before I say yea or nay.

Once the elections are done the chosen six will decide whom the anointed one will be and how to 'divi' up the rest of the pie. It's on a need to know basis. So the unwashed have no need.

The Chairman or woman will be allowed 2 consecutive two-year terms. At which time one cannot hold that position again for two years. Of course in our organization in six years we could all be MALs and belong to a virtual Wing given the direction, so this could be a moot point. So as a 'Chairperson' would that make one an Avatar? Hmm...

Elections will now be on a two-year cycle, done by mail-in ballot. We're already doing this yearly, so will you have to receive back a certain number of ballots before it is official? This poses a few questions. How do you call for nominations from the floor?

There is a small wiggle room on the last page of the document that in the case of small organizations a.k.a. 'Wings' the condition for Chairmanship may be waived. Lets face it, in our organization in some of the Wings once you're elected it's yours for life, want it or not. I hear there is already a resolution from Les Ball to exempt this.

So how will this affect us? I'm not sure. I'll have to get new business cards and lose the swagger, other than the name changes. Not really. But I have a nagging feeling there is more in the weeds. Time will tell. Death by a thousand cuts.

But there are questions to be answered.

Who fixed the timeline for this? Why such short notice? What are our options? Do we have to do this? What other things are lurking in the woods? And I'm sure there is more. Does this apply to the NEC? Just thinking out loud. I'm not against change, contrary to my wife's opinion. There should be a good and clear reason.

But let's talk about more pressing topics; now more than ever we need a strong Regional Executive with a strong voice to represent us (no matter what they called). To achieve this 'they' should be at least adequately funded. This does not seem to be priorities from you know who. I would suggest to all Wings to donate additional funds according to its means. Nope. It doesn't have to hurt.

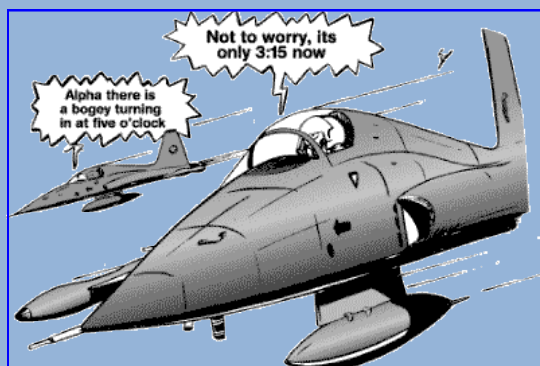
We should be sending our newsletters to each other so that we may become aware of what is going on elsewhere. What are our common interests? Resolution.

And there it is.

Last General Meeting our guest speaker Terry Sleightholm, who is always interesting, was unavoidably unable to attend, literally at the last minute. But never fear. **Mort Lightstone** selflessly threw himself in the pit and rose to the rescue; who is by-the-way as equally as entertaining and interesting as a storyteller. **Thank You Mort.**

818 Squadron is selling lottery tickets again this year. To help with the sale of this ubiquitous task the Wing annually buys five books of (60) tickets at a cost of \$300. In the event that one of these tickets should actually win, every member's name will be put in a hat and a draw will take place at the time of the elections on 13 May.

Nick Czernkovich



818 Toronto Falcon Squadron

With Jackie Johnston



EVERYONE IS INVITED

Change of Command
Monday 27th May 2019 @ 6:30pm
Moss Park Armoury

Annual Ceremonial Review
Sunday 2nd June 2019 @ 2pm
Moss Park Armoury

With only two months left of the training year the cadets are busy with lots of events ahead. Promotions were given to lower ranking cadets on March 25th at our CO's parade.

On April 1st cadets and staff are having a tour of Pratt and Whitney. April 6th is the inter squad range competition and on Monday April 8th we are hosting the 2nd CCC meeting at MPA.

Let Hemmings has assembled a drill team and they will be putting on a routine for us at ACR on June 2nd. Spring tagging wraps up April, our biggest fundraiser.



After a hard landing the Captain was at the door to the cockpit doing his 'thank you'.

A cute little old lady said to him, "Did we land, or were we shot down?"

Wing Barbecue

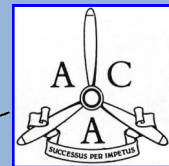
Sunday 14 July
11:00– 4:00

Under the marquee on the patio
Officers Mess

Armour Heights Canadian Forces School

Our special guests: The Air Crew Association

Entertainment by
Avalon's Garden Trio

Of all the nominees for depiction on the tail of an RCAF fighter aircraft, hockey coach and flamboyant broadcaster Don "Grapes" Cherry was first on the list. He is known for his outspoken combative manner, flamboyant dress, and staunch Canadian nationalism – old, scrappy and dangerous... just like the CF-18.

North American P-51 Mustang

Arguably, the P-51 was the best fighter of World War Two. Better than the Spitfire or the Focke-Wulf 190? I believe so but there have been many comparisons over the years and one must decide for himself.

As a young boy I thought that the Spitfire was beautiful looking with its elliptical wings but there was something about a P-51's shape with the air intake at the bottom of the fuselage, the bubble canopy and the clipped wings.

However, as you likely know, the early versions of the Mustang really did not compare to the Spitfire or Focke-Wulf. It was only much later after a Rolls-Royce Merlin powered it that the P-51 became the beautifully performing fighter that we still see flying today in races and in air shows.

The Mustang was designed in 1940 by North American Aviation in response to a requirement of the British Purchasing Commission. The P.B.C. approached North American Aviation to build Curtiss P-40 fighters under license for the Royal Air Force. Rather than build an old design from another company, North American proposed the design and production of a more modern fighter. The prototype NA-73X airframe was rolled out in September 1940, 102 days after the contract was signed. It first flew on 26 October.

The Mustang was meant to use the Allison V-1710 engine which, in its earlier variants, had limited high-altitude performance. The aircraft was first flown operationally by the RAF as a tactical-reconnaissance aircraft and fighter-bomber (Mk I). Replacing the Allison with a Rolls-Royce Merlin resulted in the P-51B/C (Mustang Mk III) model and transformed the aircraft's performance at altitudes above 15,000 feet without sacrificing range, allowing it to compete with the Luftwaffe's fighters.

In September 1942, the P-51 B prototype came about. Only minor changes were made to the forward fuse

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lage to accommodate the new engine, but performance was amazingly improved. The P-51 B could reach a speed of 440 mph at 30,000 feet, climbing to 20,000 feet in five minutes 54 seconds. Quite an improvement on the P51 A's top speed of 390mph at 20,000 feet. The P-51 B went into mass production in the summer of 1943, at the Inglewood factory (1,988 aircraft) and in the new Dallas plant as the P-51C (1,750 aircraft). Britain received about 1,000, designating them Mustang Mk.III. The first P-51 B com-



menced operations with the 8th Air Force in England on December 1.

The definitive version, the P-51D, was powered by the Packard V-1650-7, a licence-built version of the two-speed two-stage-supercharged Merlin 66, and was armed with six .50 caliber Browning machine guns. This was the model that most of us recognize today as a P-51 and that I admired so much as a boy... sleek, powerful and tough-looking with the unmistakable sound of a Merlin. It marked the transition from the piston-engined to the jet fighter and it was a huge factor in gaining final supremacy in the skies for the Allies. The truth is perhaps slightly obscured by all these assertions. The P-51 was the product of two advanced technologies. The American aircraft industry, in 117 days, designed an airframe that was extremely advanced in structure and aerodynamics. The British engine industry, with its outstanding Rolls-Royce Merlin, provided the ideal complement. The P-51 would not have become immortal otherwise. 15,469 Mustangs were built. The type destroyed 4,950 enemy aircraft in air combat and 4,131 on the ground in the course of 213,873 missions in Europe alone.

P-51s also saw duty with the U.S.A.F. during the Korean War, and they served in the air forces of some twenty other countries.



P-51 D



NA-73 X Mustang Prototype Prototype

The NA-73X was one of the first aircraft to have a fuselage lofted mathematically using conic sections. This resulted in the fuselage having smooth, low drag surfaces. During initial testing, a new radiator design was used that exploited the "Meredith Effect," in which heated air exited the radiator as a slight amount of jet thrust.

By March, 1944 with the first U.S. heavy bomber strike against Berlin, the USAAF had available about 175 P-51B/C Mustangs. Along with P-38 Lightnings, these P-51s provided sorely needed long-range, high-altitude escort for the bombing campaign against Germany.



P-51 C



By early May, 1945, the 8th, 9th and 15th Air Force's P-51 pilots claimed 4,950 enemy aircraft shot down. That was about half of all USAAF claims in the European theater, the most claimed by any Allied fighter in air-to-air combat. With the advent of the K-14 Gyro gun sight and the development of "Clobber Colleges" for the training of fighter pilots in fall 1944, the P-51 was a decisive element in Allied countermeasures against German Jagdverbandes, or bomber "hunting units."



P-51 K

In 1944 the Mustang received a rating by the Truman Senate War Investigating Committee as "the most aerodynamically perfect pursuit plane in existence."



P-51 H

The P-51 was the first single-engine plane based in Britain to penetrate Germany, first to reach Berlin, and first to make a major all-fighter sweep specifically to hunt down the dwindling Luftwaffe.

The Spitfire is a thing of beauty and a wonderful performer, but I personally rate the P-51 as the "best of the best" during the Second World War.

And now for something completely different...



P-82 Twin Mustang

Originally designed as a twin-pilot escort fighter for B-29s in the Pacific, the P-82 was too late for combat but saw service in Korea as a night-fighter. □

Terry Sleightholm

Canadian Air Force Heroes Quiz



1. Raymond Collishaw 2. Russ Bannock 3. George "Buzz" Beurling
 4. Billy Bishop 5. Mark Henry "Hilly" Brown 6. William Barker 7. Alan McLeod
 8. Vernon "Woody" Woodward 9. Roy Brown 10. Donald MacLaren

