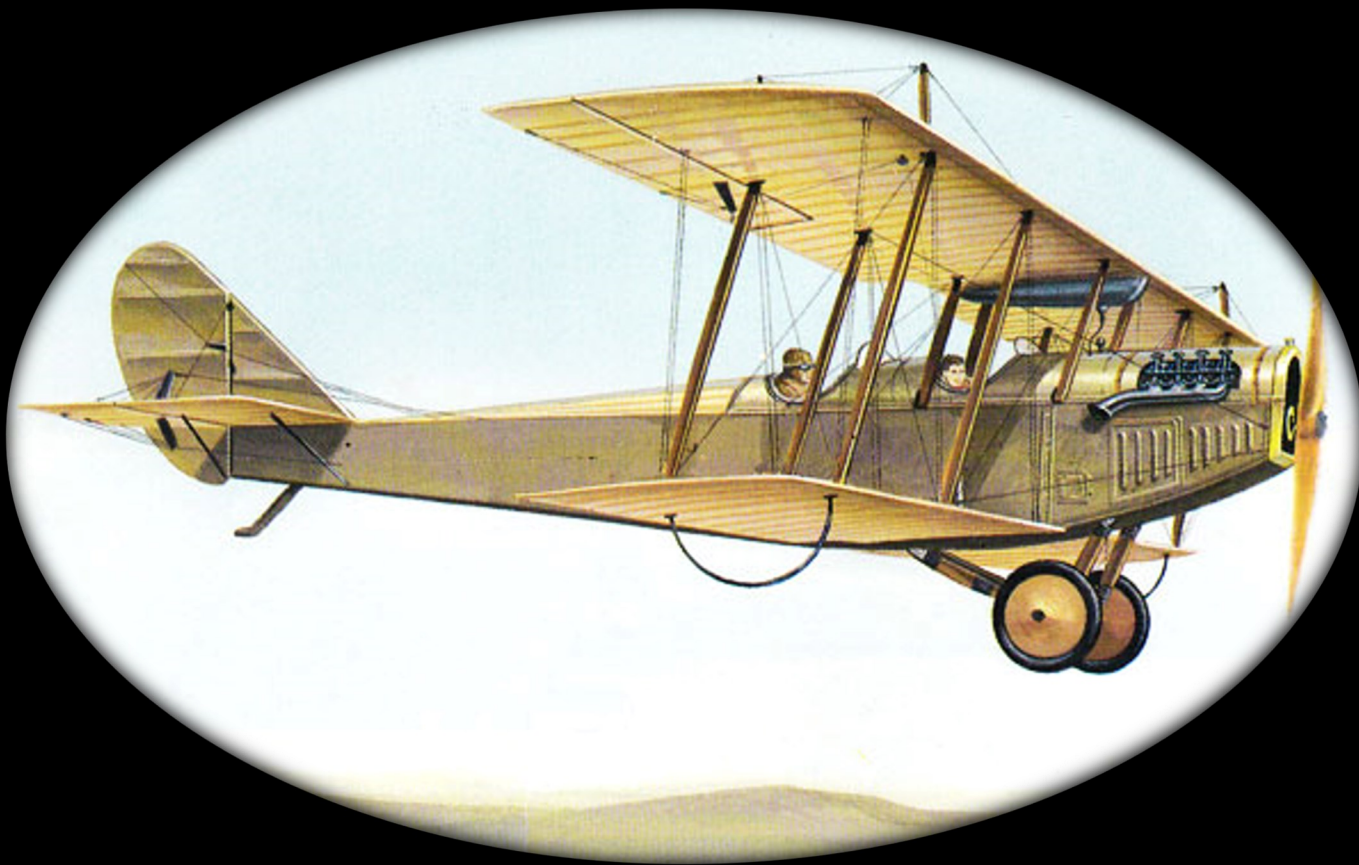


Wing Mate

Newsletter 408-437 Wing

Royal Canadian Air Force Association of Canada



October  2021

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.

Her number is 416-223-7840.



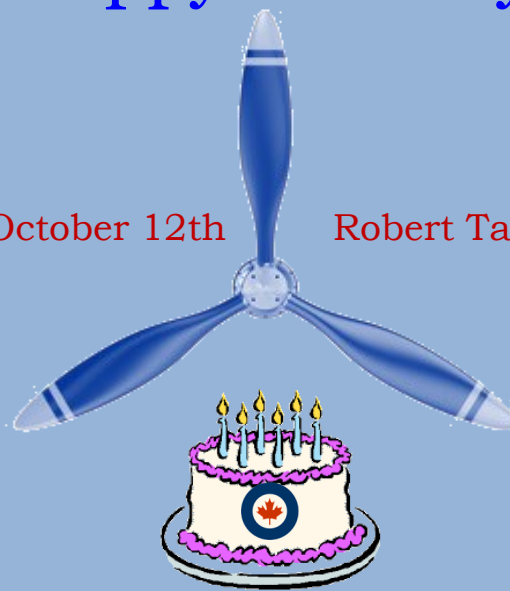
Service Pins '20-'21 Congratulations!

Frank Morgan	55 Years
Arthur Mead	50
Lloyd Atkinson	35
Peter Rebek	25
Cécile Thompson	25
Kurt Abels	20
Hassina Heather	20
Terry Sleightholm	15
Dennis Thompson	5

Happy Birthday!

October 12th

Robert Takeda



President's Report

Nick Czernkovich



Yep, one more month flew by and we're still flying doglegs hoping to land and get on with life as we know it. We can't drag this out forever. Seems like a lifetime since we've gotten together and marveled at Dave and Armin's dance moves. This too will end. The Legion is not entertaining guests until possibly late November. At this point they're only open Friday and Saturday for Karaoke nights. I could possibly make a handsome amount of the folding stuff by not participating. Stay low keep smiling (that drives them nuts) and wait it out. Just as an afterthought, those QR codes they're flogging, ever wonder what else is on it about you besides that bold Nike check mark.



Rules for Timeless Living (Deepak Chopra)

YOU CAN BE TIMELESS

Yet even the most orderly life hasn't mastered time completely. If your body can run on dozens of clocks at the same time, each kept in perfect sync, that implies that there is a place to stand that is unaffected by time, just as someone sitting on the riverbank can watch the constantly changing motion of a river. How can we get to that timeless place? If it's possible, as the world's wisdom traditions say it is, then time will disappear. Once that happens, the whole issue of youth and age changes, because if you are in a state of permanent wonder, love and joy, nothing can threaten you, and that includes the ravages of time.

To open up the path to the timeless, here are five rules that can alter your life, because they create a shift in your whole relationship to time.

Wing Mate October 2021

FIRST RULE: WHERE THE MIND GOES, THE BODY MUST FOLLOW

Almost everyone has heard of the mind-body connection. But they often reduce it to simple notions about positive thinking or "You're only as old as you think you are." In reality, everywhere your mind goes, your body must follow. It's not a choice. Through a flood of chemical messengers, every thought you have is sent to your body. Therefore, your mind is playing the major role in aging. The good news is that it can play the major role in reversing aging.

SECOND RULE: MEMORY FREEZES TIME

Memory is how we hold on to the past. This means that a toxic memory is the same as a toxic experience being repeated over and over. Regret, hostility, anxiety, insecurity all depend upon trying to relive the past and change it. Therefore, memory blocks the flow of life in the present. If you are fully alive, you will remain young. The past is dead. There is no life there, even when you dwell on a happy past. Your body wants to be alive here and now. To give it that gift, bring your awareness to the here and now.

THIRD RULE: AGING IS ROOTED IN STUCKNESS

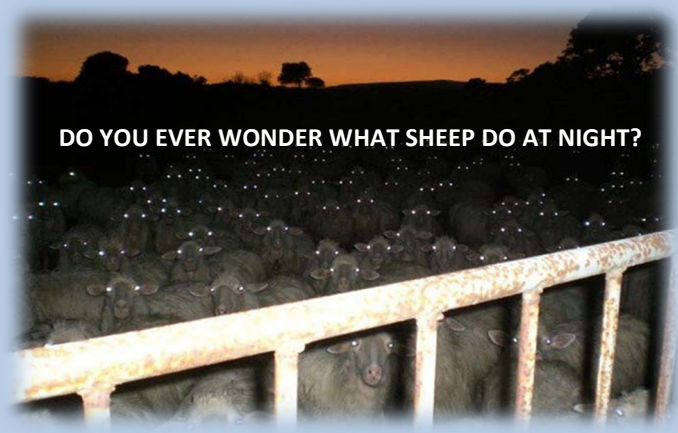
Every experience leaves a residue in your cells. That's because your body's version of being happy or sad, angry or loving, agitated or at peace comes down to chemistry. It takes a chemical reaction in your brain before you can register any experience. Every cell can clear out old experiences as easily as breathing. If you let the old be breathed out, you will be fresh and open to new experiences, which is a perfect definition of being young. Stuckness brings fatigue, staleness, habit, ritual and the repetition of outworn beliefs. When you get unstuck, life flows like water.

FOURTH RULE: A RIVER NEVER AGES

Flow is why a river never ages. Your body is also a river, constantly changing. The direction of change is up to you. If you keep growing, change will move forward. If there is forward motion, stagnation is impossible. The key is entirely in your awareness. One person can faithfully attend the gym but be miserable inside. Another can take a stroll in the sunshine in a happy frame of mind. Which one do you think is remaining youthful?

**FIFTH RULE: BEYOND TIME,
THE EXPERIENCE OF YOUTH CAN BE ETERNAL**

Ultimately, an ageless body depends on a timeless mind (I think somebody once said that). The mystery of immortality can be solved this very minute if you decide to. All it takes is a willingness to find the part of you that is timeless already. That part is the still, silent realm of meditation. In meditation, you allow your mind to find its truth, and that truth is beyond time. By truth I mean what is true



DO YOU EVER WONDER WHAT SHEEP DO AT NIGHT?

Canuck Tail



Jenny Tail



818 Toronto Falcon Squadron



Royal Canadian
Air Cadets



With Jackie Johnston

Summer is over and another Cadet Training Year has begun. The last eighteen months have been a rollercoaster as everyone knows, but it looks like we are getting a good look at the light at the end of the tunnel. The Canadian Cadet Organization has put in safe but aggressive strategies to begin the transition to Cadets moving back into schools, community centers and armouries for in-person training. 818 Toronto Falcon is working hard to get approval to make this a reality for our cadets in Moss Park Armoury. Without boring everyone with the logistics, we are aiming for an October 25th return to Training Plan with our Senior Cadets returning in-person as the remaining cadets continue with virtual training. I want to be cautious for the first six months and adopt a crawl, walk, run strategy to ensure that we can keep our cadets safe.

This year will be a transitional year where the goal is to put the cadets first. I want to implement developmental training plans for all of our cadets to help build and foster important life skills. My vision is to help every cadet learn and develop these skills to be better equipped as they transition into adulthood. The more the 818 Squadron can do the help the Canadian youth develop into prepared and competent contributors the better.

I am very excited about the 2021/2022 Training Year and hope to be able to do more and more as the months go by with all of our friends at 408/437 Toronto York Wing.

Stay Positive Stay Safe.

Daryl Abbott Captain CO 818 RCACS

The Jenny/Canuck

The Curtiss JN-4 "Jenny" was a biplane built by the Curtiss Aeroplane Company of Hammondsport, New York, later the Curtiss Aeroplane and Motor Company.

Although the Curtiss JN series was originally produced as a training aircraft for the US Army, the "Jenny" (derived from "JN") continued after World War I as a civil aircraft, as it became the backbone of both American and Canadian postwar civil aviation.

Thousands of surplus Jennys were sold at bargain prices to private owners in the years after the war and became central to the barnstorming era that helped awaken the US and Canada to civil aviation through much of the 1920s.

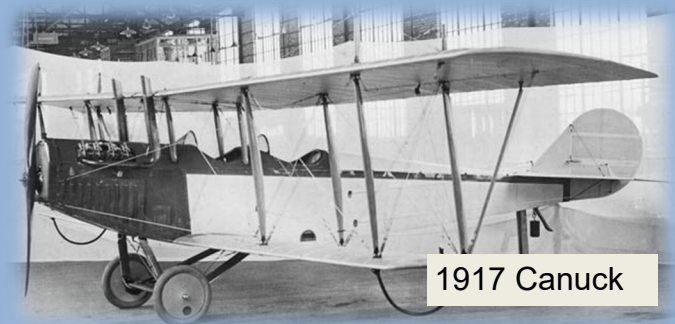
The Canadian JN-4 was a modified aircraft. Approximately 1,200 units were built under license by Canadian Aeroplanes, Ltd., of Toronto. In a nod to their Canadian origins, these airplanes were nicknamed "Canucks." While generally resembling American-built Jennys, the Canadian planes had a different shape to the tailfin and rudder, a refined tail skid, and a control stick rather than the wheel used stateside. The stick became standard on later American-built Jennys.



1915 Jenny

Canadian Records

The Canuck, was the first aircraft to go into mass production in Canada. During WW I large numbers were used for military training both in Canada and the US.



1917 Canuck

The JN-4 Canuck had more Canadian firsts than any other aircraft. For example, first mass produced aircraft, first exported in large quantities, first use of ski undercarriage, first airmail, first aerial survey, and first flight across the Canadian Rockies.

Both the well-known Curtiss JN-4D Jenny and the JN-4 Canuck were developed from the earlier JN-3. However, they were developed independently from each other, and as a result there were several differences in the airframes. The Canuck had ailerons on both the upper and lower wings, which were connected by a V-shaped strut, while the Jenny had ailerons on the upper wing only. On the Canuck, the upper and lower wings had tips of similar shape, while on the Jenny the lower wing tips were rounded.



Canuck Over Camp Borden

The horizontal stabilizer on the Canuck was rounded while the Jenny's was angular. Finally, the Canuck had a round rudder while the Jenny's was taller and narrower.

JN4 Beginnings and Development

In 1914, Glenn Curtiss realized that the pusher aircraft was obsolete. He traveled to England for ideas and while visiting the Sopwith Aviation Company, he met a young engineer by the name of Benjamin Douglas Thomas. He asked Thomas to design a tractor airplane for him and Thomas came up with the Model J.



Glenn Curtiss

The first flight of the Model J was May 10, 1914, and achieved a speed of 85 mph, making it the fastest plane in the United States. Curtiss was also working on his own tractor design, the Model N, and the two models were combined, incorporating the best characteristics of the Curtiss

J and N models. While production of the N model continued, the J Model was dropped in favor of the JN or Jenny.

In spite of its docile appearance, the Jenny was the first American airplane to be used in war. In 1916, Pancho Villa led a group of bandits into New Mexico and attacked the US 13th Cavalry Regiment. They seized horses, military supplies and finally burnt down half the town. In response to the raid, President Wilson sent 5,000 troops under General John J. Pershing to capture Villa. In March, 1916 Pershing led the 1916-17 "Punitive Expedition" into Mexico and JN-3s were used for border patrol, flying out of Brownsville, Texas with the First Aero Squadron supplying air support as observers. However, the expedition failed due to lack of supplies and Pancho Villa was never captured.

The air operation in Mexico was a fiasco as the JN-2s were plagued with mechanical problems and poor performance. Pilots found the JN-2s virtually uncontrollable and pilots were refusing to fly the airplane. After many complaints, one JN-2

was sent to the Massachusetts Institute of Technology for wind tunnel testing and it was confirmed that the airplanes were unstable. With his reputation at stake, Glenn Curtiss modified the JN-2s with a new wing design, a larger tail surface and new engines, resulting in the JN-3. However, the added weight would drastically lower the operational ceiling making it impossible for the First Aero Squadron to climb the Sierra Mountains to pursue Pancho Villa.

Oddly the early Jennys used a shoulder yoke to operate the ailerons, but another modification to the JN-3 was the Deperdussin control system which incorporated a control wheel for the ailerons, and a foot bar to operate the rudder

Afterwards, Jennys were used mostly as trainers, as it was simply outclassed by European fighters of the time. It became the principal primary trainer for the US Army and the Royal Flying Corps during World War I. About 95% of American and Canadian pilots completed part of their training in a Jenny or Canuck. Both were powered by the Curtiss OX-5 engine.

The years after World War I, from 1920 to 1926, is known as the *Jenny Era*, where hundreds of military pilots, and those who first learned to fly in a Jenny, purchased hundreds of converted US military Jennys and Canucks and embarked on a career in Flying Circuses and as Barnstormers. The maze of struts, a single axle between the wheels, the slow speed and the king-post on the upper wing made it a great platform for wing walking. Without the king-post to hold on to, transferring from one plane to another would have been near impossible.

The death knell for the JN-4 came in 1927 when new regulations for airworthiness, maintenance and pilot licensing requirements came into effect. The Jenny was not able to meet the new directives and by 1930, it was illegal to operate in most parts of the US.

The JN 4 Canuck at a Glance

A: The Curtiss OX-5 inline piston engine drove a two blade wooden propeller on the JN-4Can. Later variants had a Wright built Hispano-Suiza engine.

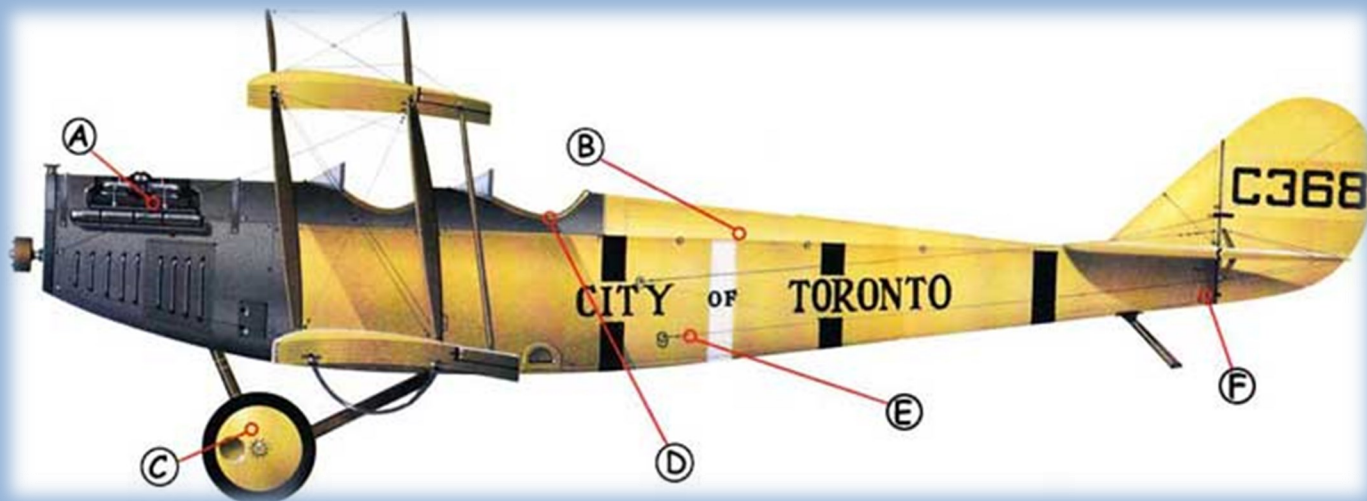
B: Privately owned Canadian-built Jennys remained in use into the 1930s. A few were built as late as 1927, using reconditioned parts.

C: Behind the wheel covers are the spokes that make up the wheel, to which a rubber tire was fitted. The undercarriage was a cross-axle type.

D: The two seat trainer aircraft was arranged to have an instructor in the rear seat and the student in the front. In civil aircraft, the latter position was used for joy riders.

E: Control wires on aircraft of the World War I period and 1920s were often exposed, taking the shortest route between cockpit and the control surface.

F: The airframe structure of the Jenny was almost entirely wooden with a doped fabric covering typical of the period.

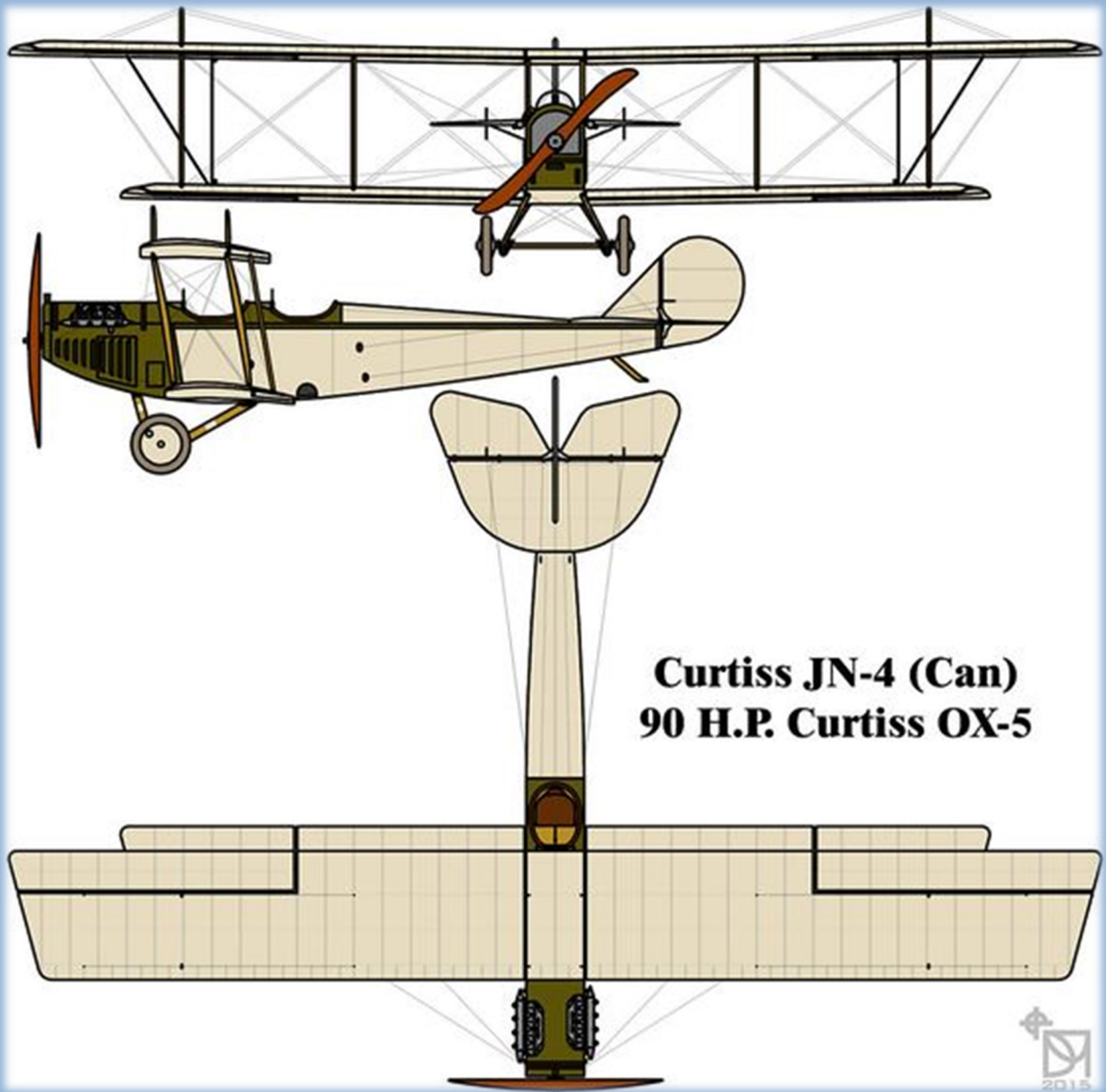




JN-4A/JN-4 'Jenny' hybrid (Canadian), C504, No. 2 School of Aerial Fighting, Beamsville, Canada
This hybrid machine combined an American-built fuselage with Canadian wings.

PASSENGERS travelling first class on British Airways Boeing 747s are worried about a re-design which means some lavatories have windows. A woman travelling to New York complained there were no blinds. She was told by a stewardess, 'Madam, if some pervert is clinging to the side of this aircraft at 35,000 feet they deserve to see everything.'





**Curtiss JN-4 (Can)
90 H.P. Curtiss OX-5**



Canadian Aeroplanes Ltd. JN-4 "Canuck"

Role: Trainer

Introduction: 1915

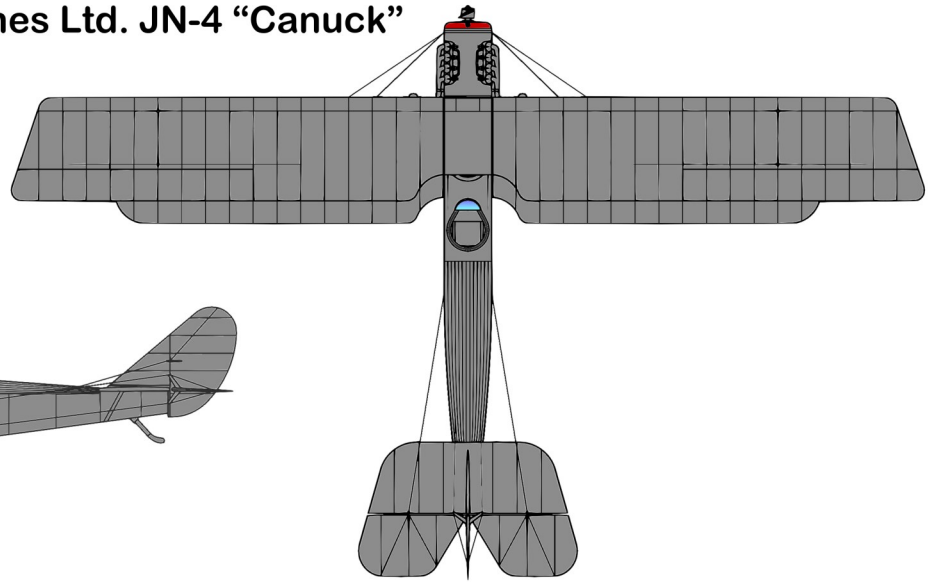
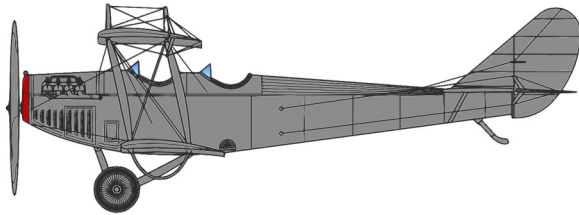
Primary Users:

RFC in Canada

RAF in Canada

USAAC

Number Built: 1,260



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The Canuck was manufactured in Toronto and had its engines produced in Buffalo, New York. These trainers were used at the several air fields or camps in Ontario throughout 1917 and 1918. In the autumn of 1917, a large contingent of personnel (including my grandfather) and aircraft was sent by rail to Texas to assist the Americans and provide milder temperatures for the RFC.

The camps were...

Mohawk and Rathbun near Deseronto;
Leaside, Armour Heights and Long Branch;
Camp Borden and Beamsville

The training system, an interesting part of our history that few people know about, is another story and one worth telling.

Beamsville 1918





Circa 1918 hangar at Camp Mohawk, Deseronto, Ontario. It still exists today.



The first Canuck built in Toronto at Canadian Aeroplanes Limited, 1917

Canadian Airmen

Billy Barker VC, DSO, MC

Canada's William Barker is the British Commonwealth's most decorated war hero, yet few people really remember the First World War fighter ace today. The Manitoba native was already known for his keen eyesight and marksmanship when enlisted in 1914. He served first as a machine gunner and saw action in the fierce battle at Ypres. In 1916 he transferred to the Royal Flying Corps and received his first Military Cross while using the gun as an observer on a reconnaissance plane and downing an enemy scout. With a score of 50 planes shot down, and several heavily defended observation balloons, he was among the top flying aces of the war, and this despite his late entry in flying combat. He was awarded the Victoria Cross for a single handed battle only a fortnight before the end of the war. He found himself surrounded by at least 15 enemy planes, was shot in his leg, elbow, and thigh, yet managed to bring down four enemy planes. He was also twice awarded the Distinguished Service Order (DSO), and the Military Cross twice. An amazing record considering his brief period in aerial combat.

France awarded him the prestigious Croix de Guerre and Italy twice awarded him the Silver Medal for Military Valour, as he had been active both on the Western and Italian fronts. Afterward, he married into the wealthy Smith family and joined fellow Canadian ace Billy Bishop in a short-lived airplane company, before joining the fledgling Royal Canadian Air Force in 1922 as a commander and later acting director but resigned in 1926. Briefly the Toronto Maple Leaf hockey team president, by 1930 he was a vice president of the Fairchild Aircraft Company.

Barker died in a crash on March 12, 1930 while testing a new training plane for the military. He decided that he wanted to try the plane himself. Circling back to the field, something went wrong and the plane pitched and nosedived onto the still frozen Ottawa River where Barker received fatal injuries. His body was conveyed to Toronto, where there was an enormous funeral procession through Toronto in which tens of thousands turned out to honour the ace. A squadron of planes flew low overhead dropping flowers on the ceremony. He was buried in his wife's family crypt under the Smith name, thus obscuring his own until 2011 when his family had a memorial built next to his burial place.

