President’s Message

It would appear that spring has lost its way. The amount of snow and cold must have caused a course correction in our seasonal flight path. I know that I said in the fall newsletter, “but we really do need some rain and winter snow”, the problem was I didn’t qualify that statement. This has been a long winter but we have had some fun along the way. The TGIF’s took off some of the discomfort of the winter as did that great 60th anniversary party. It was an excellent evening with friends and supports that came out to celebrate our achievement. Our thanks go out to John and Elizabeth Hooper for their hard work and great effort on our behalf.

At the writing of the fall newsletter we had not heard of how all of our nominees had made out in their nominations for the Queen’s Diamond Jubilee Medal. Since then of course we now know that not only did Alan Fell and Bill Govett get recognition from the Air Force Association but Paul Dalseg and I received our citations and medals from the Community process.

Unfortunately I had a conflict the night of our Christmas Dinner or I would have been proud to announce our winners for the President’s Award and Member of the Year. Bill Govett was selected for the President Award and Mark Lawson as the Member of the Year. Congratulations to you both and thanks to Steve Mullins for stepping up to the plate for me.

It might be of interest to you, to have an understanding of how these selections are made. The Wing has a group called the Wing Senate. This group was formed a couple of years ago and is made up of Past Presidents, a member selected at large and the Wing President. We meet at least once per year, around the late fall, to go over events of the year and to provide guidance to the President on a number of issues, of which Awards is but one of them. Their Corporate Knowledge and memory of our wing allow them to be able to provide some in depth recollections that go into making decision and providing background into matters. I seek this group’s recommendation when it comes to considering recognition of the members. The Senate will also provide input into the rewrite of our By-Laws as they are rewritten this summer and fall. The re-write is necessary as a result of the Federal “Not for Profit Corporations Act “changes that come into force in 2014, along with the rewrite of the Air Force Associations Constitution. As you are aware the Association has formally approved the renaming to the Royal Canadian Air Force Association at its October Annual General Meeting (AGM) in Hamilton. This new name will come into force later this year.

It was also announced at the Association’s AGM that our Steve Mullins was selected as the Association’s Meritorious Service Award recipient for 2012. This is the Association’s highest award. Congratulations to you both and thanks to Steve Mullins for stepping up to the plate for me.

As a Wing of 50 plus members we have been very fortunate in the number of awards that we have received over the past few years. We obviously have a great number of dedicated volunteers who are prepared to serve and work for their friends, fellow members and colleagues in the wing, our community and Canadian society. Some have been formally recognized but others have not yet received the recognition they are due.
Book of the Month

Speeches That Changed the World
The Stories and Transcripts of the Moments That Made History
by Smith Davies

About the Book

This book and 80-minute CD, contains over 50 momentous and thought-provoking speeches from a wide range of historical eras and nations that will inspire readers and give them a greater understanding of events of the time. Each speech is accompanied by a comprehensive introduction that explains its historical background, why it was significant and what happened as a result.

This book is a compilation of such important speeches by:

Prophet Moses, Jesus Christ, Prophet Mohammad, St. Francis (of Assisi, 1220, founder of the Franciscan movement), King Charles I, Oliver Cromwell, Thomas Jefferson, Napoleon Bonaparte, Abraham Lincoln, Sir Winston Churchill and more.

"I have nothing to offer but blood, toil, tears and sweat" (Winston Churchill, London, 1940)

"For score and seven years ago our fathers brought forth to this continent a new nation conceived in liberty and dedicated to the proposition that all men are created equal" (Abraham Lincoln, 1863)

Should you be interested in borrowing this title or any others please contact 2nd Vice President Jim Browne @ subjik1@shaw.ca or 705 946-1291.

Key dates for upcoming Wing events…mark your calendars:

2013 Spring Dinner: 11 May 2013
2013 Christmas Dinner: 7 Dec 2013

Contact Sue Browne 705-946-1291

Don't forget to watch for our monthly TGIF events at the armoury….great food for only a ‘fiver’! Next one will be in the spring of 2013.
155 Borden Gray, G.C. Squadron Air Cadets parade each Wednesday night at 1830 hrs at the SSM Armoury on Pine Street. Youth aged 12-18 are encouraged to come out and experience all that cadets has to offer. Contact the Squadron office at 705-949-6808 for more information or visit www.cadets.ca

This year’s Annual Ceremonial Review will be take place 4 May 13. Thanks to a grant from the Ontario Trillium Foundation, the squadron band will be playing on their very own instruments. No more loaners!

On June 8th, the Sea, Army and Air Cadets will hold a fundraising event with Highland Ford. It will be held at the Armoury. For every person that takes a test drive on a Ford vehicle, Highland Ford will contribute $20 to the cadets.

We hope many of you will attend and help us reach our goal of 300 drivers!

Grumpy’s Korner...

It’s no use groaning about the winter, weather in general and the amount of snow. Most of you were born here and a few of us chose to make this place home (last resting place, not too soon I hope).

In Bridgeview Village this year it looked like my first sight of Canada in February 1956 at RCAF Goose Bay, now that was an eye opener. To me, the buildings that I walked past looked like giant Igloos with a tunnel for an entrance but the food was great in the mess. The hour after hour of four Merlin engines throbbing away in that North Star, had my head in a whirl for a week. It makes you think of the aircrews in Bomber Command night after night, month after month having the same noise. It has taken sixty seven years for their sacrifices to be recognized with the Bomber Command Clasp, this will be worn on the ribbon of the 1939-1945 Star. The first two were presented this last week at 10 Downing Street by the Brit PM.

We are off to Ottawa for a couple of weeks, The Knights of The Round Table of 410 Wing have the RCAF 89th Anniversary Dinner set up for the 6th April time to meet old friends.

HAPPY EASTER. Grumpy.
Last edition we gave you this to figure out...which is the DeHavilland DHC-8 “Dash Eight” aka CT-142. These aircraft are used by the RCAF for training in aerial navigation and tactics. They are also used extensively in civilian commercial aviation as regional commuter aircraft.

Name that plane....

**Did you know...**

Two large American companies being considered to supply Canada’s replacement for the CF-18 have Canadian test pilots who used to fly for the RCAF.

Ricardo Traven is Chief Test Pilot of Boeing’s Super Hornet program.

Billie Flynn is a Test Pilot of Lockheed-Martin’s F35 program.

What is this? Hint: It takes its name after the Northern Lights...

**Time Flies Publication Schedule**

~ 15 April 2013
~ 15 June 2013
~ 15 September 2013
~ 15 November 2013

Mark Lawson (left) receiving member of the year award from Clyde Healey, as Alan Fell looks on.

Jim Browne (right) looks over some historical pictures as part of the 60th anniversary celebration of 432 Wing’s Charter.
Darlene was born on 1939 in Sault Ste. Marie and raised in Franz, On. 195 miles up the ACR track. When she was 13, the family moved to Wawa which was rather isolated since highway 17 did not go through until 1962. Darlene started working in the freight office of the ACR in 1954 and after passing the necessary exam she was promoted to Train Operator. She was the only female Train Operator in all of Canada since WWII. Her job was receiving train orders from the Sault Ste. Marie Dispatcher, receiving and sending telegrams, selling passenger train tickets, etc.

In 1962, she went to work for the township of Michipicoten as secretary to the road superintendent. In 1970, she moved to Timmins and joined Austin Airways as a Jill of all trades. Since the new hangar wasn’t finished, she was sent to Moosonee for a two week period which turned into six months. When she finally got back to Timmins, her job included ticket agent, stewardess when needed (on DC3’s, PBY’s, and Canso’s), office girl, radio operator; whatever was needed. It was an interesting job as she got to fly all over the Hudson Bay and James Bay areas. There was not much money but she loved her job.

In 1975 Darlene moved to Sault Ste. Marie working for Airdale Ltd. as flight dispatcher (dispatcher, radio operator, stewardess, etc.). It was during this time that Nor Ontair was added to the Airdale operations. And, it was there that she met Bill.

Bill finished school in 1949 and started working for Canadian Pacific Airlines in the office. He started taking flying lessons on his own in hopes that when the company hired more pilots he would be among them. Bill earned his private and commercial pilot licenses but the company did not hire pilots that year. Disappointed, Bill quit his job and applied to the Royal Canadian Air Force. Having his pilot licenses, he had no problem getting in. By the end of the 1954 he was on his way to London, Ontario. Basic training was followed by flight training on Harvards, AFT and T-33’s, then survival school and finally Flight Instructor School. He returned to Moose Jaw to teach flying to Canadians, Norwegians, Brits and Turks. Another flying course followed; this time multi-engine on the Expediter (Beach 18). Bill's next assignment was flying student Navigators and Radio Officers around Winnipeg. It was said you couldn't get lost, just follow the box lunches discarded along the way. Topography northeast of Winnipeg was sprinkled with a million lakes, all looking the same. Navigation was a student's nightmare.

Then off to Maritime Command flying P1V-7's. The aircraft has four engines, two Wright 3350's and two J34's. The jet engines were used for takeoffs, landings, and flying below 1000ft. Bill was paired with a Sqd. Ldr who was on his last posting so Bill got to do the pre-flights and externals. On the final solo cross-country flight, the Sqd. Ldr. was at the controls and Bill in the right seat. At liftoff the call 'gear up' said with great professional speed and skill was followed by a normal climb out. However, on landing they were handed a message reading, 'before departing inspect your radome, on departure no visual clearance was seen between the runway and the dome, check for damage'. They had a nice talking to on their return. After converting to the Argus, Bill was posted to 405 Sqd. flying operations at sea in the Canadian area of responsibility which included the United States, United Kingdom, Gibraltar, Azores and Bermuda. Most of the flying was at 1000ft and below and on stormy nights they could see the odd fishing trawler bobbing around like a cork in a martini shaker. 1969 found Bill working 'down under' flying operations at sea in South East Asia and the Philippines. In 1971 he returned to Canada and four years later retired with almost 9000 hours in the air.

That year a friend informed him of a position opening in the Sault College Aviation program. Bill applied and for the next 20 years taught aviation. In 1984, Bill now a widower and Darlene long since separated from her first husband decided to tie the knot. Darlene has two sons and Bill has two daughters and one son. Bill has been active with air cadets and the air force association since 1975. After their marriage, Darlene also joined the Wing. Bill is the liaison with Air Cadets and also serves on the Squadron Sponsoring Committee. For many years Darlene was the Social Chairperson and enlivened the dinners with post dinner entertainment and lively jokes. She is also the person to go to when the Air Cadets need help during their formal parades. Bill continues to love flying. The Battle of Britain ceremonies would not be complete without the Fly Past from the Sault College Aviation program and you can bet Bill is always in one of the planes.
The Wing is a not-for-profit organization composed of aviation-minded citizens established to remind Canadians of their country’s rich aeronautical tradition and history; to support Canada’s Air Force and to support and encourage the civil aviation component in this country.

The wing provides a forum for serving and former participants in military and civil aviation; Sponsors and encourages aeronautics in all its forms and branches; Supports 155 “Borden Gray, G.C.” Squadron, Royal Canadian Air Cadets, and works closely with the Air Cadet League of Canada; Maintains unity of purpose and effort among serving and former participants in military and civil aviation; Preserves and perpetuates the glorious traditions of Canada’s Air Force past and present, and all who have served, or are currently serving in it.